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THE LOSS OF THE SHIP

"NORTHFLEET"

WITH PHOTOGRAPHS.









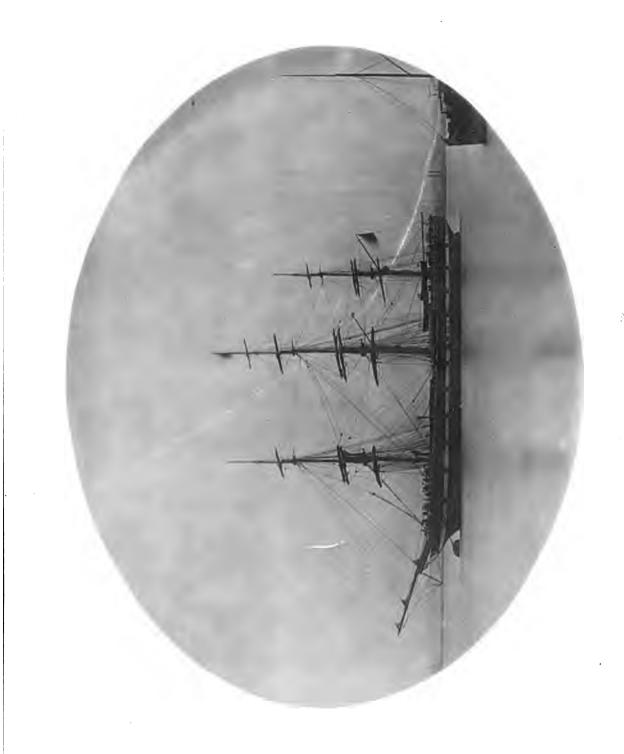
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THE LOSS OF THE SHIP

"NORTHFLEET,"

Whith Photographs of

THE VESSEL, ROMNEY CHURCH, CAPTAIN AND MRS. KNOWLES,

MR. S. F. BRAND, AND MARIA TAPLIN.

A COMPLETE ACCOUNT OF ALL CONNECTED WITH THE SAD DISASTER.

THE ENTIRE PROCEEDS OF THE SALE TO BE DEVOTED TO RAISING A

NATIONAL MEMORIAL

TO CAPTAIN KNOWLES, MR. BRAND, AND OTHERS WHO PERISHED IN THE

"" NORTHFLEET."

PUBLISHED BY WATERLOW AND SONS.

1873.

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TO HER MOST GRACIOUS MAJESTY

Dueen Wictoria,

THESE MEMORIALS OF THE

"NORTHFLEET"

ARE MOST RESPECTFULLY DEDICATED,

AS A MARK OF THE NATION'S HIGH APPRECIATION

OF THE WOMANLY TENDERNESS

AND KIND SOLICITUDE FOR THOSE IN SORROW,

WHICH HAVE ENDEARED OUR BELOVED SOVEREIGN

TO ALL HER PEOPLE.

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PREFACE.

THE deep interest shown throughout the kingdom in every incident relating to the loss of the "Northfleet," has induced the Compiler to lay before the public the following full and official records of that lamentable disaster.

As rays of light illumine a darkened chaos, so shines brightly forth the heroism of those true-hearted men, who, amid the horrors of that awful night fought with despair, conquered self, and then died nobly, striving to the last to save the weak and helpless ones around them.

It is well that noble lives and noble deaths should have some lasting memorial, that other lives may, by such teaching, become more pure, and wise, and true.

A hastily-written volume, containing a brief history of the "Northfleet," and all connected with her, would, in itself, be but a poor monument to the memory of her lost Captain, Officers, Passengers, and Crew; it is therefore proposed that the profits arising from the sale of this work be devoted to the purpose of raising a

"Hational Memorial,"

as the Country's tribute to the memory of those who perished in the

"NORTHFLEET."

The Author is greatly indebted to numerous kind friends for many interesting particulars respecting some who were unhappily lost, and for permission to publish prints of photographs which much enhance the value of the work. He wishes also to acknowledge that he has gleaned valuable matter from the public Press, not having time to re-write and arrange the various notes made and telegrams received at the time of the disaster.

Dover, February, 1873.

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PHOTOGRAPHS.

THE "Northfleet," given on our first page, was photographed by Mr. F. C. Gould, of Gravesend, as the ship lay there, a few days prior to her departure on her last ill-fated voyage.

It has been printed for this work by the Heliotype Company, 221, Regent Street.

The orphan child, Maria Taplin, was photographed by Messrs. Lambert Weston and Sons, of Dover and Folkestone, who have very kindly printed copies at a merely nominal cost.

The photographs of Captain and Mrs. Knowles were taken by Mr. E. S. Clowes, 238, East Street, Walworth Road, and have been printed by the Stereoscopic Company, to whom the Author owes many thanks for their kind liberality in undertaking the work at cost price.

The portrait of Mr. S. F. Brand is by Mr. Marks, of St. Paul's Churchyard: the Stereoscopic Company have also printed this on the same terms as the above.

Romney Church, photographed by Messrs. Lambert Weston and Sons, of Dover and Folkestone, has been reproduced by the Heliotype Company.

In this case, as in that of the "Northfleet," they have made a most liberal arrangement to furnish copies at cost price.

The Author wishes to record his sincere thanks for the courtesy of Messrs. Lambert Weston and Sons, Mr. Gould, Mr. Clowes, and Mr. Marks, in gratuitously allowing the negatives in their possession to be copied by the Heliotype and Stereoscopic Companies, to whom many thanks are also due for the kind interest they have taken in the work, and for the able and generous manner in which they have aided the Author in his project of erecting a "NATIONAL MEMORIAL."

THE LOSS OF THE "NORTHFLEET."

EARLY on the cold bleak morning of January 23rd, 1873, news was brought to the good old town and port of Dover, of a disastrous collision having occurred off Dungeness, a distance of some twenty miles, as the crow flies.

The emigrant ship "Northfleet" was said to have been run down, and to have foundered with hundreds of souls on board.

Telegrams were instantly despatched, by Lloyds' agents, to all points along the coast, requesting those in authority to furnish immediate information of those saved, and to supply all survivors with needful food and clothing, the cost of which should be gratefully repaid.

As time went on, the sad news proved but too true.

A lugger, the "Mary," of Kingsdown, came into port bringing thirty rescued men. They told their melancholy tale of how the "Northfleet," after leaving the South West Indian Docks on the 13th of January, and Gravesend on the 19th, encountered stormy weather and was compelled to run for Margate Roads.

Again attempting to get down Channel, she was forced to anchor off Dungeness.

There she lay on the night of Wednesday, January 22nd; when, soon after half-past 10, most of the passengers and crew being in their berths, and the watch on deck, a fearful cry was raised that a steamer was upon them, and almost immediately, a violent collision occurred, which shook the ship from stem to stern.

The watch hailed the steamer, imploring her to stand by the ship, as she was in a sinking state, with 400 souls on board; but, to the disgrace of humanity be it said, heedless of the agonising shrieks of the terror-stricken crowd of men, women, and children, the steamer proceeded on her way, without rendering the slightest assistance.

Captain Knowles, in that trying hour, acted with the most commendable calmness and decision. It was found that the steamer had severely damaged the

"Northfleet" on the starboard side, and that she was rapidly filling. Efforts were simultaneously made to stop the breach, keep down the water by means of the pumps, and to attract the attention and obtain the assistance of the surrounding ships by sending up rockets. Meanwhile the scene on board was most heartrending.

Many of the passengers were in their night-dresses, and others had only such scanty clothing as they could find when hurriedly quitting their berths. Children were screaming for their parents, parents vainly searching for their children, while husbands and wives were hopelessly separated; the horror being increased by the darkness of the night.

The efforts made to repair the breach were altogether futile, and the water in the ship rose so rapidly, that the workers at the pumps soon relinquished their task as a hopeless one.

There was then a general rush for the boats, and in that direful struggle for life a wild panic rendered the mass of human beings on the deck almost inhuman and wholly uncontrollable.

Captain Knowles did his duty to the last, like a brave British seaman. Standing on the poop, he gave command that the women and children should first be placed in the boats, but the order was disregarded by the brutal navvies, who, madly fighting for their lives, took possession of a boat, cut the tackles by which she was suspended, and drifted away from the ill-fated ship, having neither oars nor rudder, but left to the mercy of the wind and waves, until rescued by the "Mary of Kingsdown."

Upon landing at Dover, they were kindly received and carefully tended at the Sailors' Home.

And then the anxious question was, "Where are the rest?"

Presently the steam-tug "City of London" hove in sight, her deck appearing crowded.

"Thank God, more are saved!" was the cry that found an echo in the hearts of all assembled on the Pier to receive and welcome those who had passed through such a terrible ordeal, and yet had been saved by the mercy of a kind Providence

To the eager question, "How many have you brought us?" Captain Kingston replied, "All I could; but I've only thirty-four all told, and among them an orphan child, a poor woman with a baby at her breast, and the Captain's wife." These were all taken to the "Home," with the exception of the Captain's wife, who found a refuge at the house of the Rev. Wm. Yate.

Captain Kingston reported that the Pilot Cutter, No. 3, the "Princess," was astern of him, bringing more rescued ones.

With a glass, the trim graceful little ship could be seen in the distance, beating up for Dover, and bearing her precious living freight to a haven of safety.

At length she arrived, and what a hearty welcome awaited her!





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"How many have you?" was again the cry. "Twenty-one, sir, all told," replied the weather-beaten skipper; "I only wish we'd got more."

These men were speedily got ashore and taken to our "Home," there to receive those comforts, of which, from exposure, hunger and cold, they were sorely in need.

On that memorable morning of January the 23rd, the scene at the Sailors' Home was altogether indescribable. One turned with repugnance from the rough orowd of navvies, who formed the greater portion of the saved, to gaze with glistening eyes and saddened heart upon a little group gathered round the fire. There was poor young Lucy Sturgeon, with her six months' old baby in her arms, humbly thanking God, with trembling lips, for sparing her life, her husband, and her child, although she had lost all else. Close by, weeping and desolate, sat poor little Maria Taplin, who had lost her father, mother, and two sisters, and now seemed sadly alone in that rude crowd; her miserable state soon attracted the notice of a resident of Dover, who at once took her to his home and placed her in safe keeping, until the next day, when she was sent to some relatives in London, under the kind care of Mrs. Knowles.

The wreck of the Northfleet, with all its gloomy horrors, yet has its compensating side in the expression of warm and generous sympathy evoked by the sad plight of the survivors. The whole population of Dover vied with each other in their efforts to succour the distressed, and during the brief stay of the wrecked passengers, the Sailors' Home was inundated by visitors anxious for their comfort.

The general feeling of the town found expression in many ways, the following, in particular, must be noticed:—

There was one deep sorrow, so sacred in its intensity, that the most tender, pitying love scarcely dare attempt to soothe it: but the wide-spread, reverent feeling of sympathy for the fair young girl whose life had been deprived of its greatest blessing was shown, when Mrs. Knowles left for London, and every man in the crowded station at Dover stood bare-headed as the bereaved lady and orphan child passed to the carriage, which the railway company had respectfully placed at her disposal.

Examinations on Oath, instituted by the Receiver of Wrecks at the Port of Dover, in pursuance of the 448th section of the Merchant Shipping Act, 1854, 17th and 18th Victoria, Cap. 104. re "Northfleet."

SAMUEL KINGSTON, being duly sworn, deposes as follows, namely:—
That he is master of the ship "City of London," of the Port of London, of the registered tonnage of 66 tons, the official number being 47,359. That the said ship is a steam-tug, with engines of 140 nominal horse-power.

That the said ship is owned by George Blyth, residing at Commercial Road, in the city of London.

That the said ship left London on the 20th instant, in search of employment in the English Channel.

That the said ship proceeded on her said intended voyage, as above stated, until she reached Dungeness. She was brought up there at about 7 p.m. of the 22nd instant. Dungeness light then bore W.S.W., distant 3 miles.

That on Wednesday, the said 22nd day of January, 1873, at 10.30 p.m., the tide at the time being ebb, the weather wet, and the night very dark, and the wind W.N.W., blowing a strong breeze, the said ship was at anchor with her steam up, when deponent, who was on deck, saw rockets sent up from a ship lying to the eastward of this steamer. Deponent immediately weighed anchor, and proceeded with all haste towards the spot whence the rockets were fired. A boat full of people, and full of water, came alongside. Deponent then perceived a full-rigged ship. This vessel went down suddenly. Deponent afterwards saw large numbers of persons struggling in the water. Cries for help were heard from all sides. Deponent flung life-lines and life-buoys to the people in the water. Several people climbed up the sides of deponent's ship. Deponent and crew were employed in saving life for at least three-quarters of an hour. The mate of deponent's vessel left in the wrecked ship's lifeboat, and took buckets to bale, out the water which was in her. Deponent afterwards steamed for the shore to obtain provisions for the passengers,—some of whom were in an exhaus ed condition.

That at the time the rockets were observed by deponent, as aforesaid, the lights of the shipping could be seen at a distance of two miles. The wrecked ship was about two miles distant from the spot where deponent's ship was anchored.

That deponent succeeded in rescuing thirty-four persons, who were landed at Dover at 10 a.m. of the 23rd instant.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

SAMUEL KINGSTON,

Deponent.

Sworn at Dover, this 23rd day of January, 1873, Before me,

G. B. RAGGETT,

Receiver of Wrecks.

JOHN EASTER, being duly sworn, deposes as follows, namely:—

That he was boatswain of the ship "Northfleet," of the Port of London, of the registered tonnage of 876 tons, her official number being 11,967.

That the said ship was owned by John Patton, residing at 3, White Lion Court, Cornhill, in the city of London.

That the said ship was rigged as a full-rigged ship; that she was built of wood at Northfleet in the year 1853, and that she was classed in Lloyd's List as A 1 for ten years from 1867.

That the crew consisted of thirty-four hands, including deponent; that the deponent has no certificate.

That the said ship had on board a general cargo of railway iron and fine goods stowed by Mr. Westhorp, of Limehouse, London, and consigned to order in Hobart Town.

That said ship had on board, in addition to the cargo aforesaid, 310 passengers, adults, besides the wife of the master.

That said ship proceeded from London on her intended voyage as named below, on the 13th day of January, 1873, last past, at 11 a.m., the tide at the time being high water, the weather fine, and the wind blowing a moderate breeze from the North.

That, at the time of sailing as above, the said ship was in good condition in every respect.

That the said ship was bound for Hobart Town.

That the said ship proceeded on her said intended voyage, as above stated, until she reached Gravesend, and was there moored to the buoy at 4 p.m. of the 13th instant. She remained there until 6 a.m. of the 17th instant, when she was taken in tow by a steam-tug and towed to Dungeness, where she arrived at 1 p.m. of the same day. The tug then let go, and the ship was put under sail; wind

was W., blowing moderate breeze. Ship was kept beating to windward until Sunday at 7 p.m., when, as the wind was blowing a gale from the S.W., she bore up for a roadstead.

That on Sunday, the 19th day of January, 1873, at 3 p.m., the tide at the time being flood, the weather squally, and the wind in the S.W. blowing a gale, the said ship was brought up in Margate Roads, where she remained until next day at 9 a.m., when the weather having moderated, and wind changed to N.W., the ship was again put under canvas, and course shaped down Channel. She proceeded as far as Folkestone, when the wind veered to S.W., but continued moderate. Said ship kept beating down Channel until 9 a.m. of the 21st instant, when she was off Fairleigh, and the wind having freshened to a gale from S.W., she bore up for Dungeness, and there anchored about noon, with her port anchor in 14 fathoms of water, and veered to 60 fathoms of chain. The weather still continuing bad. and the wind to blow a gale from S.S.W., every preparation was made for letting go a second anchor. The whole of the next day, Wednesday, the ship rode to her anchor, and at sunset the riding light was hoisted in the starboard fore rigging, and . the ship was riding with her head towards Dungeness light. The anchor-watch was set at 8 p.m. of the said 22nd instant, the said watch being composed of two men and one petty officer. Nothing further occurred until 11 p.m. of the said 22nd instant, when, deponent being below, heard the watch hailing a steamer, asking, "What steamer is that?" "Where are you coming to?" immediately went upon deck, and found a steamer had struck the ship on the starboard side just before the main hatchway. The steamer was hailed several times, but no answer was got from her, and she backed astern out of sight. Deponent at this time saw the master upon deck, and heard him giving orders to the officer of the watch. The said master ordered all hands upon deck, and the pumps to be sounded. They were accordingly sounded and manned directly. It was quickly ascertained that the ship was sinking. The master ordered immediately blue lights to be burnt, and rockets to be sent up, as signals of distress. The master's next order was to fire the signal gun, but it was not in order, and could not be fired. The master then ordered the starboard lifeboat to be cleared away.

That deponent was ordered to take charge of her. As she was being lowered about twelve persons jumped into her, but she was canted by the main sheet bolt and stove. In consequence of her making a good deal of water the master ordered deponent to row with all speed to the first ship he could make. In about fifteen minutes he fell in with a steam-tug, and put the passengers (with the master's wife) on board. He then pulled away in the direction of the wreck, and picked up four persons who were struggling in the water. The boat was now full of water, but deponent succeeded in reaching the steamer. Deponent saw the "Northfleet" founder shortly after he took charge of the lifeboat.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

JOHN EASTER,

Deponent.

Sworn at Dover this 25th day of January, 1873,
. Before me,

G. B. RAGGETT.

Receiver of Wrecks.

GEORGE BRACK, of 58, Burdett road, Limehouse, London, being duly sworn, deposes as follows:—

That he was Trinity House Pilot of the ship "Northfleet," of the Port of London, of the registered tonnage of 876 tons, her official number being 11,967.

That the crew consisted of thirty-five hands, including deponent; that the deponent holds a first-class licence from the Corporation of the Trinity House for piloting ships from London to the Isle of Wight.

That said ship had on board a cargo of railway iron from London, to Hobart Town.

That said ship had on board, in addition to the cargo, 310 passengers, adults; the wife of the Captain was also on board.

That said ship left Gravesend on her intended voyage, as named below, on the 17th day of January, 1873, last past, at 7 a.m., the tide at the time being ebb, the weather clear, and the wind blowing a light breeze from the W. That deponent there and then took charge of said ship as pilot. The ship was taken in tow by the steamer "Middlesex," of London.

That at the time of sailing, as above, the said ship was in good condition in every respect.

That the said ship was bound for Hobart Town, in Tasmania.

That the said ship proceeded on her said intended voyage, as above stated, until she reached Dungeness, at 11.30 p.m., on the said 17th instant, when the steamer let her go, and the ship was put under canvas. She stood off from the land with wind W. by S., the breeze freshening. The said ship was kept beating to windward until 11 a.m. of Sunday, the 19th instant, when the wind having increased to a gale and the weather thick with rain, the ship bore up and proceeded towards the Downs. On getting there that roadstead was found so full of shipping that deponent deemed it prudent to proceed on to the North Foreland. There the ship was brought to anchor at 3.30 p.m. of the 19th instant. The ship rode at the

North Foreland until Tuesday, the 21st instant, when the wind having veered to the N.N.W., the anchor was weighed and she proceeded to the southward. She continued her voyage until the morning of the 22nd instant, when off Fairleigh, the wind again began to blow heavily from the S.W., and there was every appearance of bad weather. Barometer was very low. At 10.0 a.m. of that day the ship bore up, and at noon she was anchored in Dungeness Roads with her largest bower anchor, and veered to seventy fathoms of chain. She was anchored in fourteen fathoms of water, with Dungeness light bearing S.W. by W. 1-W., distant between two and three miles. Nothing occurred until sunset, when the anchor light was hoisted in the fore part of the fore rigging. The said anchor light was a brilliant light. At 8.0 p.m. the ship was pumped out, and the anchor-watch set. The wind was at the time W.N.W., and weather moderate, but the night was dark. A little before 11.0 p.m. deponent was sitting in the saloon and heard the anchor-watch cry out, "Pilot, pilot, come out!" Deponent jumped out, but before he could reach the deck found the vessel struck with great force. As soon as he got on deck he saw a steamer backing out from the starboard midships. He, at the same instant, looked for the riding light in the ship in which he was, and saw that it was burning brightly. Deponent cried to the steamer, "What steamer is it?" but got no answer. The steamer backed away clear of the ship. The concussion had brought every person on deck. Deponent ordered the carpenter to set the pumps going, and they were accordingly set going. Deponent then went below to see what damage the ship had sustained. He found her stove "midships," and the water rushing in. Deponent then went upon deck and conferred with the captain. The latter agreed to have signals of distress made at once. Blue lights were burned, and all the rockets which were on board the ship were sent up in quick succession. During the time great confusion ensued among the passengers, who were in great distress, seeing that the ship was sinking. The two quarter boats were lowered, and the master, who retained perfect self-possession, ordered that none but the women and children should get into them. There was a great rush amongst the male passengers towards the boats, and as far as deponent could see, the port-quarter boat was filled with men and cut away from the ship. Deponent saw at this time the starboard boat leave the ship full of people. The ship was now settling down forward rapidly, and deponent flew into the main rigging, but before he reached half-way up the rigging she foundered, leaving deponent and a mass of human beings struggling in the water. As soon as deponent recovered himself he saw the mizen topmast cross-trees out of the water. He swam, therefore, to the mizen, and clung to the same until rescued from this position by the pilot cutter "Princess," of London. The last time deponent saw the master he was on the poop of the ship giving orders, which he did with calmness and great propriety.

9. That the above contents are, in all respects, correct and true to the best of deponent's knowledge and belief.

GEORGE BRACK,

Deponent.

Sworn at Dover this 23rd day of January, 1873, Before me,

G. B. RAGGETT,
Receiver of Wrecks.

JOHN BEVERIDGE, of 20A Block, Peabody Buildings, Blackfriars, being duly sworn, deposes as follows:—

That he was a steerage passenger on board the "Northfleet," which left Gravesend on the 17th January.

That the said ship proceeded on her voyage until Tuesday afternoon, about 1 o'clock, when she was brought to anchor in Dungeness Roads. She was anchored some two or three miles off Dungeness Lighthouse. She remained at anchor there until Wednesday night at 10.30, when deponent went upon deck. After he had been there about five minutes he heard one of the crew shout "Ahoy! Ahoy!" and he then blew a whistle. This man continued to shout and whistle for about five minutes, when deponent saw a two-masted screw-steamer with a straight bow come stern on and strike this ship amidships. Deponent saw the riding light of this, deponent's ship, at the time of collision, burning brightly. Deponent noticed that the deck was bulged up. Deponent sung out to the steamer to stand by this ship, as there were 400 souls on board. No answer came from the steamer. The steamer was higher out of the water than the "Northfleet," and deponent could not see any one on deck. She (the steamer) had no bowsprit or figure head. Deponent went below with the captain and the carpenter, and held a light whilst the carpenter attempted to stuff cakum and other things into the leak, but it was found of no effect whatever. Deponent then went upon deck and assisted to get the lifeboat down on the same side as the ship had been struck. The boatswain had charge of the loading of the boat. Deponent got into the rigging of the mainmast. The ship appeared to rise up a little, and then swing round to the right. She afterwards settled down suddenly by the head. Deponent after the ship foundered, struck out and got hold of some part of the ship's rigging, where he remained until he was rescued by a boat belonging to the cutter "Princess" of Dover.

That when deponent went upon deck at half-past 10 o'clock, before the collision took place, the weather was wet drizzling rain, wind was blowing a moderate breeze off the land. The night was dark, but the shore lights could

be seen distinctly. Deponent heard the men of the watch shouting to the steamer which struck this ship, at least five minutes before the collision took place. That from twenty to thirty minutes elapsed from the time of this ship being struck to that of her foundering. That deponent saw the captain, at the time of the ship's going down, on the port-side, giving orders.

That the captain from first to last never lost his self-possession, and the orders which he gave were obeyed by the officers and crew.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

JOHN BEVERIDGE,

Deponent.

Sworn at Dover this 24th day of January, 1873, Before me,

G. R. RAGGETT,
Receiver of Wrecks.

It may not be generally known that in all cases of disaster at sea, the ship-master is compelled, under the Maritime Law, to enter a minute of such disaster before a Notary Public within forty-eight hours of the vessel reaching port; this is called "Noting a Protest:" subsequently the full particulars of the calamity are gathered from the ship's log, and embodied in a document called an "Extended Protest." To the truth of this document the master and principal members of the crew are duly sworn before the notary, and it then forms the groundwork for enforcing any claims for compensation for damages in cases of collision against the ship occasioning the damage, or in the event of the casualty happening by tempest or otherwise against the underwriters of the ship and cargo; the following document is the extended protest of the "Northfleet," as made by the sole surviving officer of that ill-fated ship—he taking the position of the unfortunate master.

And this public instrument of protest, be it known and made manifest to all people whom it doth or may concern, that on the 23rd day of January, 1873, before me, William Henry Payn, Notary Public, residing in the town and port of Dover, in the county of Kent, in the kingdom of England, by lawful authority admitted and sworn, personally appeared, John Easter, boatswain of the ship or vessel called the "Northfleet," belonging to London, of the burthen of 876 tons or thereabouts, and duly noted protest. And on this 24th day of the same month of January, again personally appeared the said John Easter, and upon his faith and honesty solemnly declared, and for truth affirmed, that the said vessel was laden with a general cargo and passengers numbering about three hundred and forty, at

the South West India Docks, in London, and departed thence on the 13th day of January instant, about 10 p.m., in charge of a pilot, and in tow of a steamer, the vessel being in good order and condition, staunch, tight, and well found in every particular, and manned by a crew consisting of thirty-four hands, all told, on a voyage from London aforesaid, bound to Hobart Town; they towed down to Gravesend, and brought up there on the 14th, about 4 a.m., they weighed anchor and proceeded in tow of a steamer. At Dungeness the tug left the ship, and sail was made on her, the wind then being light from W.N.W. But little way could be made on the ship, and on the 19th instant, when off Fairleigh, the wind freshened to a gale and veered to southward, they were compelled to bear up, and they ran for Margate Roads, where they anchored at 4 pm. in nine fathoms water. with sixty fathoms chain, they lay there until the morning of Tuesday, the 21st instant, when the wind having veered to northward they got under way and preceded down Channel. Off Dungeness the wind veered to the southward. but they worked the vessel on and off until the following day about 10 a.m., when the wind freshened, and they were compelled to run back to Dungeness Roads, and anchored in the East Bay about noon in fourteen fathoms water. At sunset the anchor light was hoisted and continued burning brightly; the anchor watch was set, consisting of an officer and two men. At 11 p.m. the watch saw the lights of an approaching steamer, and hailed her loudly, asking where she was coming to. No answer was returned, and in an instant she struck the ship in the starboard side just below the main hatch, cutting completely through her side into the cargo. The steamer was again loudly hailed, and asked to stand by, as there were four hundred emigrants on board. No notice, however, was taken of this second hailing, but the steamer backed astern, and then proceeded down Channel. Orders were immediately given by the master of the ship to sound the pumps and man them; this was immediately done, and there were at once some fifty volunteers to work the pumps; this deponent, the boatswain, was then directed by the said master to go below and ascertain the extent of the damage. He found the ship's starboard side completely stove in, and the water rushing in fearfully. This was reported to the master, who ordered blue lights and rockets to be fired as signals of distress, and the gun to be got ready. The boatswain was then directed to clear away the starboard life-boat, and to take in all the women and children, but he and the boat's crew experienced great difficulty in doing this, owing to the rush of passengers into the boat; in fact, nothing could be done until the master having first cautioned the male passengers, begging of them to keep back, was compelled as a last resource to fire his pistol amongst them, and one man was slightly wounded in the leg. This had the effect of partially deterring them from crowding in, and the said appearer obtained more control of the boat, but in lowering her she was stove in on the port bow by the

main sheet bolt, and she partly filled. A number of passengers crowded in as the boat was being lowered, but the appearer kept her alongside (but clear of the vessel's side) by orders of the master, for about five minutes, when the master gave orders for them to leave and seek a place of safety. They made towards a steam-tug which was lying off, but before reaching her he saw his ship go down head foremost. They afterwards succeeded in reaching the tug, but the boat was then full to the thwarts. The passengers in the boat were put safely on board the tug, and the said appearer and boat's crew, with the assistance of the mate of the tug, again pushed off their boat, although in a sinking state, and rescued four more of the passengers from drowning. Meanwhile, the tug cruised about as near the wreck as she safely could, rescuing several passengers by means of life-buoys and lines. When all that was possible had been done, the ship's boat was hauled on board the tug, and she lay by until daylight the following morning, when she went round the wreck and afterwards proceeded with those she had rescued for Dover, where they were received at the Sailors' Home. The said appearer then ascertained that the rescued in all numbered about seventy-five passengers and ten of the crew. And the said appearer doth further depose that the said loss and damage has not occurred or been occasioned by or through any neglect of this appearer, or any one on board the said ship, nor from any fault or defect in the said ship, her tackle or furniture, but entirely from the circumstances before stated, therefore, the said appearer hath required a protest. Wherefore, I, the said notary, do hereby protest against the wind, weather, and sea, but more particularly against the said steamer (name at present unknown) for all losses, damages and costs suffered to be sued for and recovered in time and place convenient. Thus done and protested in Dover aforesaid, in the presence of Sydenham Payn and John Watts, witnesses thereto called and requested. In testimony of the truth whereof, the said appearer and witnesses have subscribed their names in the registry of me, the said notary, and I, the said notary, have hereunto set my hand and affixed my notarial seal, the day and year secondly above written.

WILLIAM H. PAYN.

L.S.

The said John Easter was sworn on the Holy Evangelists to the truth of the foregoing protest, at Dover aforesaid, this twenty-fourth day of January, One thousand eight hundred and seventy-three,

Before me,

WILLIAM H. PAYN,

A Commissioner to administer oaths in Chancery in England.

LIST OF PASSENGERS SAVED FROM THE "NORTHFLEET."

		AGE.		AGE.	
Bannister, Alfred	•••	21 years.	Jewell, Henry	28 years.	
Barry, John		40 ,,	Kitney, Edward	30 ,,	
Batchelor, Walter		22 ,,	Lee, Thomas	20 ,,	
Beckenham, William		21 ,,	Line, Joseph	25 "	
Beveridge, John	•••	28 ,,	Lovelock, Amos	38 "	
Biddiss, Thomas	•••	28 ,,	Lynch, John	32 "	
Brown, John	•••	18 "	McCarthy, Dennis	21 "	
Brown, William	•••	29 "	McLachlan, John	32 ,,	
Butterfield, George	•••	30 ,,	Mason, George	22 "	
Canty, James		21 ,,	Medley, James	23 "	
Chivers, George		28 ,,	Murphy, Dennis	21 ,,	
Clark, Albert George		19 ,,	Newby, Robert	22 ,,	
Cole, William	•••	23 "	O'Leary, John	18 "	
Conroy, John		25 "	Preston, George Montague	24 ,,	
Cooper, William		18 "	Richardson, Thomas	38 "	
Crowley, Dennis		23 ,,	Rixon, William Maby	22 "	
Cummins, Caleb		37 "	Rolfe, Charles	22 ,,	
Dareman, J		32 "	Sharp, Joseph	22 ,,	
Darnell, Frederick		18 "	Shepherd, David	21 "	
Davies, William	•••	31 "	Smith, George Henry	23 "	
Davies, William	•••	26 "	Smith, James	28 "	
Delmar, John	•••	33 "	Smith, Robert	24 ,,	
Dewdney, James	•••	19 "	Stammers, George	22 "	
Dixon, John	•••	42 "	Start, John	22 "	
Fahan, Thomas	• • • •	32 "	Sturgeon, John	23 ,,	
Farrant, Jonathan	•••	40 ,,	" Lucy	22 ,,	
Forster, James		24 "	" Harriet	7 mths.	,
Fowler, William		23 "	Swift, James	18 years.	
Garrard, Edward		18 "	Taplin, George	20 ,,	
Gray, John		34 "	Taplin, Maria	10 "	
Green, James	•••	21 "	Tapsel, George	18 "	
Hadley, John	•••	37 "	Tapson, Edmund	48 "	
Harding, James	•••	27 ,,	Taylor, Richard	28 "	
Harris, Alfred		25 ,,	Turner, Thomas	22 "	
Hawkins, Samuel		27 "	Turner, William	23 ,,	
Huggett, Elijah	•••	40 ,,	White, Reuben	20 "	
Jackson, William	•••	36 "	Woolford, John	35 ,,	

List of Passengers Lost in the "Northfleet."

		AGE.	1	AGE.
Abbley, James	4	4 years.	Chivers, Caroline 9	years.
" Ann	4	3 "	Carr, John 46	,,
,, Caroline	1	8 "	Clark, George 22	,,
" William	1	6,,	Clark, Walter 23	,,
" Henry"	1	4 "	Claydon, John 32	,,
,, Maria	1	1 "	Cole, Charles Thomas 17	,,
., Alice	•••	8 "	Cole, George 18	29
Abbott, George	2	2 ,,	Collins, James 22	,,
Aery, James	3	7,	Condon, Michael 35	
Alexander, William	2	4 ,,	" Sarah 25	"
Attryde, George	3	5 ,,	" Rosina 9	,,
Baker, Charles	2	3, ,,	Cooper, Edwin 30	"
Balls, Henry	1		" Martha 33	,,
Banks, William	20		" Frederick William 1	year.
Barclay, Edward	29	9 "	Coppin, Saunders 38	years.
" Charlotte	2	8 ,,	Corfield, John 31	,,
., Ann		8 months.	Cornhill, William 30	,,
Bates, Henry	2	2 years.	Courtney, George 26	"
Beadle, William	28	3,	" Fanny 25	•,
Bedford, George	3	ι,,	Coventry, Henry 18	,,
" Elizabeth	24	1,	Cox, George 25	,,
" Elizabeth	10) months.	Crawford, Andrew 19	,,
Bird, William	2	l years.	Danby, Albert 21	,,
Burfoot, Joseph	19	,,	Dann, George 29	,,
Bradford, Emanuel	17	,,	" Tibitha 29	, ,,
Brand, Arthur	22	2 "	Darwell, Joseph 21	,,
Brand, Samuel Frede	rick 23	3	Day, William 34	,,
(Cabin Pass	senger)		Dixon, Esther 42	,,
Brown, Daniel	38	,,	, Esther 2	,,
Brown, John	37	; ,	" Sarah 9 m	onths
Bunting, George	23	,,	Dolding, John 21 y	ears.
Burton, Frederick	29	,,	Easter, John 36	"
Butterfield, Sarah	34	,,	" Eleanor 27	"
Catherine, Emile	27) ,	Fitch, William 32	,,
Chandler, Timothy	30	,,	Fleet, George 28	,,
Chapman, William	34	,,	Fleet, John 19	,,
Chivers, John	37	,,	Gaunt, John 29	,,
Chivers, Emily	11	,,	Gaunt, Sarah 24	",

			AGE.	1.			AGE.
George, William		34	years.	Horsnell, Henry		2	years.
Ginn, William		41	,,	Howard, Frederick	•••	22	,,
Goddard, George	•••	32	,,	Hussey, William	•••	24	,,
Golding, James	•••	24	,,	" Eliza	•••	23	"
Golding, George		34	,,	Jackson, Henry	•••	29	22
" Sarah		30	,,	Jackson, Frederick		28	,,
" Lizzie …	,	3	,,	", Eliza	•••	22	"
" Alice		1	,,	" Mary Ann		1	year.
Goodchild, E	•••	34	,,	Jarvis, William		28	years.
Goodridge, William		29	,,	Kelly, John	•••	20	"
" Eliza		22	. ,,	Kelly, Joseph		2 0	,,
" Jane		3	,,	Knott, Benjamin		32	,,
" Arthur	•••	1	,,	" Sarah Ann		27	"
Gray, George		21	,,	,, Sarah Ann		7	"
Green, William	•••	20	,,	Lacey, John		19	"
Gunn, John	•••	32	"	Larkins, Alfred	•••	30	"
" Jane	•••	27	"	Lee, Henry		23	,,
,, Charlotte	•••	4	"	Littlewood, George		23	,,
Gwilliam, Arthur	•••	30	,, ,,	, Elizabeth		24	,,
Hales, George		34	"	Lumbuss, William	•••	21	"
" Jemima	•••	27	"	M'Kew, Walter		33	,,
" George	•••	7	"	Martin, Joseph	•••	23	"
,, Elizabeth	•••	3	,,	Maul, William		20	,,
Harmes, Thomas	•••	21	,,	Maynard, James	•••	18	,,
Hart, William	•••	26	,,	Meggs, Thomas	•••	19	,,
Hatterway, Thomas		30	,,	Miles, Frederick	• • •	19	,,
Hawkings, Henry	•••	26	,,	Munday, George		31	"
Hayden, John	•••	24	,,	Neville, James		40	"
Heath, George	•••	18	,,	,, Patrick	•••	14	,,
Herbert, William	•••	20	,,	,, James, jun.	•••	12	,,
Hills, Charles	•••	31	,,	Newbury, John		26	,,
" Mercy …	•••	26	,,	Norkett, William		22	,,
" Frederick	•••	8	"	,, Emma		26	,,
" Sarah …	•••	7	"	. " Matilda		3 1	months.
Holland, Charles		22	"	Norman, William			years.
Hopgood, William	• • •	22	,,	Nye, William		21	- ,,
Horsnell, Charles	•••	28	"	Oakley, Thomas		27	"
" Elizabeth	•••	23	"	Pamplin, John		38	"
" Charles	•••	4	"	Parish, Edward	•••	37	"
•				•			

	AGE.		AGE.	
Parker, D	28 years.	Ruffle, Henry	3 years.	
Parsons, William	18 "	" Fanny	1 year.	
Pearse, Enoch	28 ,,	Salmon, Charles	18 years.	
" Mary Ann	30 "	Sewell, Charles	38 "	
" Harriet	5 "	Sherrin, William	29 "	
" Maria Emily	3 ,,	" Louisa	30 "	
" Frederick Charles	1 "	" Walter	3 "	
Penfold, Thomas	27 "	Sims, David	27 "	
" Elizabeth Ann	27 "	" David, junr	4 "	
"George …	10 months.	Sims, William	30 "	
Penny, George	28 years.	" Abra	37 "	
Peppett, Alfred	25 "	" Lucy	7 "	
Phillips, Henry William	19 "	" Mary	9 "	
Poiney, Charles	34 "	" Sarah	5 "	
" Mary Ann	35 ,,	" Susan	7 months	3
"Robert	8 "	Slack, William	30 years	
,, Mary	1 "	Smith, George	36 "	
Porton, Henry	28 ,,	" Mary Ann …	29 "	
Quin, John	30, ,,	Smith, James	19 "	
Rawlins, Francis	26 ,,	Smith, James Peter	21 "	
Raynor, Amos Frederick	27 ,,	Smith, Sydney	40 ,,	
,, Mary Ann	25 ,,	" Charlotte …	3 0 ,,	
" Joseph Thomas	5 ,,	" George Henry	14 "	
" Charles Edward	1 "	" Caroline	10 "	
Raynor, Thomas	25 "	Smith, William	22 "	
Reader, Thomas	45 ,,	Snelling, John	19 "	
Reed, Edward	20 "	Standen, Samuel	26 ,,	
Reville, William Thomas	25 "	Stephens, James	20 "	
" Elizabeth …	27 "	Stone, James	26 "	
., Ellen	7 "	Stone, John	21 "	
"Emily	5 "	Stone, Stephen	32 "	
Reynolds, George	29 "	Tack, William	21 "	
Richardson, George	30 "	Taplin, John	44 "	
Roberts, John	39 "	" Caroline	4 3 ,,	
Robins, William	18 "	" Sarah	13 "	
Rogers, Joseph	20 "	" Caroline	10 "	
Rowley, Henry	21 "	Tapson, George	36 "	
Ruffle, Henry	24 "	Tapson, Edmund, Junr.	16 "	
" Fanny	26 "	Tough, Edwin	31 "	

		Ages	}		Ages.
Tough, Ellen	38	years.	Webb, Thomas	2	years.
" Jane Mary	6	,,	" and baby	1	month
Turner, John	24	,,	Webster, William	22	years
Turner, Thomas	18	"	Weeks, William	40	,,
Wallis, E	21	,,	Wellbelove, John	18	,,
Wallis, George	28	,,	Wells, Thomas	21	,,
Waltos, John	30	,,	Whitburn, Charles	25	,,
Ward, George	20	,,	White, Henry	24	••
Ward, Isaac	26	,,	White, John	25	,,
" Rebecca	26	,,,	Williams, Thomas	30	years
Ward, Samuel	22	,,	Wilson, John	32	,,
Ward, William	29	••	Wiltshire, George Ralph	3 0	••
Ward, William	17	,,	,, Catherine	33	••
Warren, Alfred	20	,,	Woods, Steorge	21	,,
" Sarah	20	•	Woods, William	38	,,
Webb, George	22	••	,, Mary	4 0	,,
Webb, Thomas	30	-	" Mary Anne	9	,,
,, Catherine	25	,,	" Susan	8	,,
"Henry	3	"	Young, Richard	48	,,
•		17	U,		••

LIST OF THE CREW OF THE "NORTHFLEET" LOST.

Knowles, Edward, Master Gloack, Alexander, 1st Mate Blyth, G.M., 2nd Mate Stephen, Alexander, Carpenter Assow, Lee, Steward Suchles, Frederick, Cook Williams, J. R., 2nd Cook Kunde, Hermann, Surgeon Rinaldo, John, Sailmaker Natir, Jonas Gustafson, John Thomson, Thomas

Anderson, August
Cogan, John
Sielaff, Franz
Hasselborn, Akel
Hansen, Hans
Hadborn, G.
Reynolds, Frederick E.
Webb, William
Thorpe, Arthur
Bailey, J. R.
Bennison, George

LIST OF THE CREW OF THE "NORTHFLEET" SAVED.

Easter, John, Boatswain Humphreys, Charles, 3rd Cook Andero, M. Lass, Robert Bjounes, Theodore Roberg, Albert Hansen, Carl Andersen, Carl Watkins, Samuel Beganson, John

SUMMARY.

		LOST.	SAVED.	TOTAL.
Cabin Passengers (including Captain's wife) Steerage Passengers, viz.:—	•••	2	1	3
Men	•••	177	71	248
Women		41	1	42
Children between 1 and 12 years		43	1	44
Infants		7	1	8
Crew (including Pilot)		23	11	34
		293	86	379

An Account of the Ship and her Officers.—From Lloyd's Register of Shipping, we learn that the good ship, "Northfleet," of 895 tons register, was build at Northfleet, on the Thames, in 1853, and classed A 1, 14 years.

In 1867, after a most rigid inspection, the surveyor reported so favourably that a continuation of first-class was granted for nine years; and in December, 1872, while in dry dock, the ship was re-coppered, and examined thoroughly both by the surveyor appointed by Government to watch specially all vessels intended to carry passengers, and by Lloyd's surveyors, who all reported so favourably of the material and condition of the vessel, that an additional two years was granted on the nine years' extension, giving the "Northfleet" six years A 1 at Lloyd's, from the date of her recent departure from London.

The ship was in splendid trim, she had 340 tons of railway iron, and 260 tons of general merchandise. Railway iron is a good and buoyant cargo when properly stowed, and ship masters prefer it to ordinary dead weight cargo. The mode of stowing is thus—A few layers are placed lengthwise, i.e., fore and aft in the vessel, until a flat surface is gained, which insures a uniform pressure on the timbers of the ship, and thus prevents any injury from straining; the rails are then placed open, crossed diagonally, forming a perfect network, the centre of gravity being maintained by keeping the iron denser in weight amidships; the ship's carrying capacity was 1,120 to 1,130 tons of coal, rice, or other dead weight cargo. The whole of the between decks was devoted to the passengers, and fitted under the supervision of the Board of Trade Commissioner, with all the recent improved requirements.

She was the property of Messrs. John Patton, Jun., & Co., and had been engaged in the India and China trade, under the command of Captain Oates, for more than five years, during the whole of which time the late lamented Captain Knowles served most creditably as chief officer.

Immediately preceding the "Northfleet's" departure from dock, Captain Oates, being subprensed by the solicitor for the Crown, in a pending criminal trial, was reluctantly compelled to give up the command.

Having been so intimately acquainted with Mr. Knowles for many years, and feeling that his seamanlike qualities well fitted him for the post, Captain Oates named him to the owners as the man best suited to succeed him in the command of the good ship "Northfleet," which had been his cherished home so long.

This recommendation and the good opinion these gentlemen entertained of Mr. Knowles, induced them to appoint him to the responsible post, which he nobly filled until the day of his untimely death.

Mr. Gloack, who had served for several years as an officer in Messrs. J. Patton and Co.'s employ, and possessed their full confidence, was telegraphed for, left his wife and family in the North of Scotland at an hour's notice, and joined the ship at Gravesend. With scarce leisure to write any account of his new appointment to his loved ones at home, he sailed as Chief Officer under Captain Knowles, and perished while in the act of vainly endeavouring to restore order and carry out the order, "Clear away the remaining boats."

Mr. Blyth, the Second Officer, had already served on board the "Northfleet" for the space of eighteen months, was a steady, trustworthy man, and well qualified for his post; he leaves a wife and mother to mourn his untimely death.

The Carpenter, Alexander Stephens, had been two previous voyages in the ship, was married a few days before Christmas to a young widow, who is now a widow for the second time, at the age of 24. He was a steady, industrious, thrifty man.

John Rinaldo, who had sailed in the ship as sailmaker, was, on account of his straightforward, honest principles, kindly, even-tempered disposition, appointed to the responsible post of storekeeper. He was a native of Sweden; he was well educated, and possessed general information beyond his apparent position in society.

Frederick Reynolds, and William Webb, midshipmen, were young gentlemen of respectable family connection—the former having previously sailed in the "Northfleet," and the latter in another of Messrs. Patton & Co.'s ships—they were both promising youths, and were looking forward to service as officers in the employ, as soon as their experience would warrant promotion.

THE INQUEST.

An inquest on the body of Samuel Frederick Brand, a cabin passenger, who was on board the ill-fated ship "Northfleet," the only one that has yet been picked up, was opened on Saturday afternoon at the Town Hall, Lydd, before the Bailiff,

Mr. Thomas Finn, ex officio Coroner; Mr. Stringer, the clerk of the court, was also present. A touching incident occurred, when bare-headed a sympathising group stood around the body, a gentleman to whom readers of the Times are grateful for many sweetly-told narratives in connection with this fearful casualty, stepped forward and removed from his coat a little bouquet of violets and laid them on the breast of the poor youth. Can one wonder that many an eye moistened? Mr. William Forster, of the firm of Latham and Co., Dover, Captain Oates, the former captain of the vessel, and the representatives of the deceased, were also present. After the jury had been sworn and had visited the body, the court re-assembled, and previous to opening the proceedings Mr. William Forster said he had just received a telegram from Dover, stating that Her Majesty had graciously sent to Lloyd's to ascertain the address of Mrs. Knowles, the widow of the captain, and the particulars of her arrival and departure from Dover, thus showing the interest Her Majesty had evinced in the sad occurrence. This announcement was received with the greatest satisfaction, and but for the mournful occasion this feeling would have been expressed by a ringing cheer. The first witness was

Captain Thomas Oates, who deposed—I was formerly captain of the "Northfleet" and Captain Knowles was appointed, as I had to leave her very suddenly. I left Gravesend the evening before the ship went to sea. The ship was taken in charge by Captain Knowles, and a Gravesend pilot. The pilot thought he would get out about two o'clock in the morning, but he did not get away till six.

Mr. Stringer—Of course she was under charge of the pilot? Witness—Yes. I have seen the body of deceased, and I recognise it as the body of Mr. Brand; he was a cabin passenger on board the "Northfleet." I had seen him frequently previously to the "Northfleet" sailing. I know his father; he is a surgeon, residing at No. 23, Cornhill. I called upon him about business. By the Coroner—I have no doubt about his identity. I produce a photograph of deceased while living. The photograph was here handed to the jury.

Mr. Wollaston Knocker, solicitor, of Dover, here entered the room, and said he appeared on behalf of the owners of the Murillo screw steamer, and asked had he permission to be heard, and allowed to cross-examine the witnesses.—Permission was given.

John Stanley deposed—I am mate of the pilot cutter "Princess," No 3, of London, and saw the wreck. The first thing I saw were blue lights and rockets burning. This was on the night of the 22nd instant. I was called about a quarter to eleven o'clock. I was on board the "Princess" pilot cutter. We were cruising off Dungeness. There were a great many ships at anchor. I should say there were from 200 to 300 sail.

What sort of night was it?—Very squally, dark, dirty night. It was as much as we could do to carry all sail.

Was it clear enough for you to see the light of the vessels anchored near?— No, not at all times.

At times could you ?-Yes.

The Coroner—Were the squalls very severe?—Yes, at times the wind was blowing W.N.W.

The Coroner—It was not blowing from one point then?—No, sir, it was very shifty.

Were there any other pilot cutters cruising about in the bay?—Well, sir, I can't say; there are so many vessels knocking about that we can't at all times make out the lights. Our station was from Dungeness, to Dymchurch. I saw the foreign cutters at anchor. It was my watch below. At half-past eleven o'clock I was called, thinking I was wanted to ship a pilot. A ship was burning blue lights and rockets. Before I go any further, it was half-past ten when I was called. I looked at the clock, and saw it was just half-past ten when I was called out. I thought it was a ship wanting a pilot. It was my duty to turn out, and man the boat to put a pilot on board.

The Coroner—Now, will you be good enough to tell the jury what you saw when you came on deck?

Witness—When I came on deck it wanted ten minutes to eleven. I had my oilskin trousers on. I sang out, "How far is she off?" and they replied "Not far." When I came on deck I saw six or seven blue lights and rockets burning all at once. As fast as one went out another was sent up. They were nearly abreast of us. Dungeness Buoy was S.W. of us then. I thought they were about a mile off. I thought they were signals for a pilot; when we saw so many lights being sent up we thought there was something more than ordinary about. When a ship signals for a pilot we order all hands to get ready. We answer vessels with "flare-ups" as quick as possible. I know her lights were answered by us before I came on deck. We kept on answering her, and quicker than usual, because she was burning so many lights. As soon as one flare-up went out we shoved up another.

The Foreman of the Jury—Do you know what lights the ill-fated ship was burning previous to her being struck?

Witness—I had previously noticed she was burning a good bright light; in fact, a better light I had never seen in a main rigging. We got both boats ready, and bore down upon the vessel.

The Coroner—There was no time lost in sending the boat to her?—Witness—No time whatever; both boats were immediately ready. It was a dark, dirty, night. I could just see the lights of some of the vessels around us. I could more particularly see the blue lights.

Coroner—From the time you came on deck till you got to the ship how long did it occupy?—Witness—Ten minutes.

Coroner—What did you make her out to be?—A ship in distress. We saw the ship going down head first. We sang out as hard as possible that we would try and get all hands in the cutter.

Coroner—What did you see when the lights were burning?—We saw people with children clinging round them, crying for us to help them. I could see everybody as plainly as I can see any one in this room, because we were so close to them. We went as close to them as we could in a pilot cutter; in fact, we ventured closer than we ought to have done. We saw people crowding towards the boats; two boats were full of people. We tacked the cutter immediately after passing the ship, and both our boats were lowered and sent to her. I had one boat to myself, and proceeded to the ship at once.

Coroner—Where were the people when you went to them?—Some were floating, and some were in the rigging, and some were in the boats. By the time I got the boat lowered and arrived at the vessel she had sunk. I saw her gradually going down. She was sinking at the time the boat was lowered. In going to the vessel I shipped a sea in my boat, and my light was washed out. I could hear the people close to me, but could not see them, owing to the light being out. I rowed towards the ship, hearing cries from the rigging. I did not pick up any one before I got to the rigging. I rowed round the ship to see what position she was in. She had sunk by this time. I took twenty-one people altogether from the rigging; ten of these were from the mizen rigging. At the time I took the people from the mizen rigging I had fourteen men in the boat, including myself. I then rowed back to the ship, but did not get back till about one o'clock. I had a mile to row; it was so dark that the pilot cutter had lost sight of me, and I did not know where to find her. They did not know where we were; it would be dangerous for a sailing vessel to get near a sinking vessel, or a small boat either. I knew the cutter when I saw her by her light. I reached the cutter with those I had saved between half-past twelve and a quarter to one. I put those I had saved from the rigging on board the pilot cutter, and this batch included the pilot, whom I took from the rigging. I then rowed back again to the vessel, and on my way back I saw another boat, and asked them if they had picked any men from the rigging; there was no reply. There were plenty of ships near. I returned again to the wreck, and saw some men on the main rigging, and asked them if any other boat had taken anybody off. They said, "No," and I replied, "Well, my lads, keep quiet, and I will take you off." I took five men from the main rigging. I saw six more in the fore rigging. I returned with the five men to the cutter, and lost my light a second time. I could not have taken more than six men at one time, as it would have been dangerous. I returned again, and took off six men from the main rigging. The vessel at this time had sunk, and all that was visible above water was her gallant yards. I passed several vessels in going to the cutter. I passed a ship at anchor, and I passed a steamer just coming to anchor. I did not want help; they could not have helped me. I sang out to several ships that there was a ship sinking, but there was no answer. If the ships had gone there at an earlier hour they might have rendered assistance. It would have been no use their going there then, because I had taken the last of the survivors off the rigging. The other boat saved four people who were clinging to a boat. The "City of London" tug was lying near, and I think that if it had been possible for it to have gone there earlier many more would have been saved. There were a great many ships there, and had they known of the occurrence they could have helped. When I saw the vessel it would have been of no use for them to have gone, as they could have rendered no assistance.

Coroner—Had there been any more boats present when you first saw the vessel would more have been saved?

Witness-No, sir, when the ship went down, all went down with her, except those who were clinging to the rigging. We took the signals for those of a ship signalling for a pilot, and did not find out our error until we got close to the vessel. If the vessel had not been in a safe position we should have taken the lights for those of a vessel in distress. We always go to any vessel through a rocket-signal, but seeing so many blue lights burnt we naturally thought it something more than ordinary. I did not see the vessel lying there at anchor in the daytime. We were cruising near, and we must have seen her had she been at anchor. I saw her all that day cruising off Dungeness. She was making her way to windward as fast as she could. I think she brought up at anchor about 9.30 o'clock. She was in her proper position for a large vessel. We little ships are bound to give way to big ships, and go further away. We don't want to get in the roadstead of big ships. There was no better anchorage in Dungeness Roads than where she was anchored. When we got down to the wreck I saw the "City of London" steamtug steam towards her. I saw another screw steamer just bringing up when I got back to the cutter with the second lot of survivors. There were no lights burning after the vessel had sunk, but I saw them there before she went down. They were as good lights as ever I saw in a ship, and were burning in their proper place. I took more particular notice of her riding-light than I did of any other, because it was a particularly bright light. As I have said before, when I first came on deck I thought from the light that was burning that they wanted a pilot. We kept cruising about the spot till daylight the next morning (Thursday), when we proceeded to Dover, and on our way we shipped two pilots, one in a brig, and the other in a barque. On getting to Dover we landed those we had saved from the wreck, and about half-past 10 on Thursday night we weighed anchor and left Dover with the wind S.S.W. My watch was up at 12 o'clock. I went below till 4 o'clock the next morning. When I got up again it was

blowing a fresh breeze. We kept cruising between Dungeness and Dymchurch, as I felt certain that we should fall in with something of the wreck. I tacked my cutter off the land, and about half-past 7 on Friday morning I thought I saw a speck in the water. I was down off Dungeness Lighthouse, bearing west, and I ordered the vessel to be tacked immediately. about four miles from it, went towards it to see what it was; but for some minutes I could not do so. I put two hands at the bows to look out, and went to the helm myself to steer close to it. On coming near it I saw it was the body of a dead man, when I immediately ordered a boat to be lowered and rowed towards it. I went in the boat myself. I came up to it and put a rope round it. I fastened the rope to the boat and dragged it towards the cutter. He was dressed, and wore a lifebelt. I could not get the body into the boat without taking the belt off, so I took the liberty of cutting it away, and by this means I managed to lift it into the cutter; this was at eight o'clock in the morning. I laid the body on deck, and put something under his head. I then unfastened his jacket, when a revolver fell out. I think it was a six-chambered one. I saw three bullets in it. I brought the body to Lydd, and placed it in the care of the chief boatman there. I also gave notice to the churchwarden. The body has been identified as that of Mr. Brand, and the body now in the shed is the same one that I picked up.

The Coroner: I should have supposed more boats would have arrived there earlier?—Witness: No, sir, no small boat could have gone close enough in the position the Northsleet was in till she had sunk under water, or else the sinking ship would have sucked her in. A steamboat might have done so. A ship in the position of the Northsleet would have sucked a sailing vessel down. If a steamboat laid close to her she might have saved some hands, but she would have not been able to move her paddles without smashing or killing the people around her.

By the Coroner: After I came on deck and saw the blue lights burning, I said it was something unusual.

By Mr. Knocker: When the ship went down there was only one light burning, and that was the riding-light; it was by the aid of the blue lights that we saw the people holding up their children. The part where I saw her light hoisted would be under water when she sank. The forestay was under water. The riding-light of a vessel is not placed on top of the mast. It is generally hoisted ten or twelve feet from deck.

A Juryman: Could the steamer that ran the Northfleet down see her lights?—I should consider that the steamer could have seen the lights of the Northfleet at any time. The lights could have been seen at least two or three miles off. We could see her lights from any position we were in. We sailing vessels have not side lights, we have only masthead lights. Our duty is not to get in the way of ships, but get out of their way as much as possible.

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Stephens. There were no midshipmen. The pilot in charge was Mr. Geo. Brack. On Friday evening we got off the North Foreland, and by 11 p.m. we got off Dungeness, lugged by a steam-tug. She left us on the Saturday night, and then we made sail and proceeded down Channel. We made all sail and got on down Channel, but the wind got southward on us, and we ran back to Margate Roads, and remained there till Tuesday morning. Then we got under weigh again, and got as far as the Ness again, when the wind freshened, and we had to take in canvas again. On Wednesday morning, when somewhere near Fairleigh, we bore up, and ran back again to Dungeness. We anchored about three miles from the land abreast of us, not the lighthouse point. I don't know the bearings. I did not look out for that. The lighthouse was on the port-bow as we headed in shore. It was about 12.30 noon when we arrived. It was very dirty weather when we ran back, blowing hard, with squalls of rain and wind. There were a large number of other ships at anchor, nearly 200 sail I should think. The pilot was on board, and he selected the anchoring ground. I heard him give the order to let go the anchor. I was close by tending the chain at the windlass at the time. The vessels round us were only just a nice clear berth of each other. The nearest was about two cables' lengths—that is, 240 fathoms, there being about 120 fathoms in each chain; so the distance would be 240. The nearest ship to us was the "Corona"—a large ship with painted ports. She was riding head to wind. The wind was to the westward, and the ship was nearer the Ness light than we were. I did not observe the other ships; but there was a barque as far off as the "Corona" on the other side of us, and other ships within a short distance. It was clear enough to see the land all the way along where we anchored, I made no exact observation of the position of the ships between us and the land. I think we were the outside vessel, or very near it; being a very big ship, we were one of the outside vessels. I don't know that there is a big-ship roadstead, and a small-ship roadstead, at the Ness. There were ships astern of us, also just clear of us, and on a line with us. We were heading in for the shore when we anchored, the wind being to the westward. Everything was orderly on board when we anchored, and no confusion. I had sailed with Captain Knowles before, but not as captain. He was a good sailor, so were the mate, and second mate. I have been anchored in the same place before many times, and in about the same position. I have anchored inside of it, but never further out. I think it was a proper position for a big ship. I think the ordinary track of steamers would be a mile and a half outside of where we were lying. We were not anchored in their ordinary track. No steamers passed us in the daytime, but a steamer brought-up the same night about two o'clock, not far from us. There was a light screw-boat anchored in the roads when we came in. She was a mile inshore, and ahead of us. don't know the number of women and children on board, but I think there

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were between thirty and forty married people; I don't know how many children. Nothing happened during the day; all went along straight and quiet.

By Captain Oates: The passengers were equal to 310 adults, by the emigration officers' report, two children under twelve being equal to one adult. No change took place in the shipping that day. If there were pilot cutters about they were brought up inside. Some of our people knew the "Corona" in London; that was how I knew her name. I did not see it myself. We set the evening watch at the usual time, and before sundown we set the masthead light, about 5.30 or 5.45 p.m., and also the riding-light, which was in the starboard fore-rigging in the usual place, about here (making a rough sketch of the shrouds of a ship). No matter how a vessel was coming she could always see that light. I could see the ridinglights of all the other vessels, and also the Ness light on the land, but not the lights in the houses. Watch was set at 8.0 p.m. The night was dry, dark, and fine, but rather hazy. It was not a rough night. I remained on deck till about 10.30. The watch were the carpenter and two of the men in the forecastle, their watch being up at 11 o'clock. Nothing occurred up to the time of my going down below. The light was burning brilliantly until the water put it out when she went down. The first thing I heard was the officer of the watch and the two men shouting out, "Steamboat aboy! where are you coming to?" That was about a quarter of an hour after I had gone below, and had not seen the steamer. I stayed till I heard the cries, and then I went on deck; it was near on the stroke of eleven. Then there was a crash like the report of a gun. I knew from the hailing it was a steamer that had run into us. I ran on deck, and met the captain. He told me to turn all hands out to man the pumps. I then saw the steamer backing astern from the ship, but I did not think she was going away altogether. She ran on to us just before the main hatchway. The captain gave me orders to take a light and go below, to see what the mischief was. I went down with the pilot for that purpose, the carpenter being at the pumps. I found the starboard side all stove in. I saw Mr. Brand on deck, on the poop. I came on deck, and got orders from the captain to get blue lights and rockets, and clear away the gun. When we got to the gun the sponge head came off, and then, when I tried to get it out, the worm-head came off, so the gun was not fired; it was quite useless. The captain then gave me orders to clear away the starboard lifeboat. steamer was then going away round our stern. She was hailed by pilot, carpenter, passengers, and crew to stand by us. We all hailed her, and told her we were in a sinking state, with 400 souls on board. There was no reply. They could hear us. I have no doubt about that. I never saw distinctly any one on board, but I think I should have seen any one on the bridge. She made off down Chan-None of the watch were saved. The captain told me to take all the women and children I could in the starboard lifeboat. I tried to get the boat clear, but I

could not, because the people all got round me and filled the boat. time they were firing rockets and blue lights. We had six boats—two of them life-I daresay they would have held nearly all the people, if we could have stowed them on board; but they would not let us clear them away. I could not for a long time clear away the boat, which was full of men. I threw some of them out. The boat was then on the davits. In lowering the boat she got stove. was the one I left the ship in. The captain was then trying to keep the people back while we swung out the boat. Just before we swung the boat the captain brought his wife. He then got a little order amongst the passengers, and we succeeded in swinging out the boat and lowering her. But in going down she got stove. I lay on my oars till I got the order from the captain to leave. He said. "Boatswain, is the boat all right?" I said, "No; the boat is stove." He then said, "Shove off! And God bless you! Mind your charge! God bless you!" I then shoved off, with the captain's wife, six of the crew, and four passengers. When I got a reasonable distance I saw the ship go down. I then pulled to the City of London steam-tug with the boat in a sinking state. Before leaving the ship I saw the passenger named Brand. Mr. Brand had on a cork jacket belonging to I could see, also, he was wearing his watchguard. Mr. Brand, the boat I was in. the captain, and the doctor, must have gone down together. I did not see any other boat got down. They were working at them when I was away. When I got to the steam-tug and discharged my passengers, I shoved off and picked up four more; but I never saw Mr. Brand again after leaving the ship. We were landed in Dover.

By a Juror: I believe the ship lies very near three miles from the shore. The proper course of a steamer would be a mile outside us going down Channel.

By the Coroner: The captain was mostly engaged after the shock in seeing to the rockets and blue lights and giving orders. He did all he could to save the women, and to induce the men to leave the poop and let the boats be lowered. He pushed some of them off the poop. From the time the ship was struck till when she went down was not more than twenty minutes.

By Mr. Knocker: When I first saw the steamer she was two fathoms off. She had a straight up and down stem, and had both lights burning. She was trying to starboard her helm when she was first hailed. I did not hear Captain Knowles give any order to turn in, nor say that the damage was not great, and it would be all right. I myself told the captain that I did not think the injury was so bad as the captain thought.

Samuel Kingston, the master of the steam-tug "City of London": On Wednesday evening, January 22nd, I brought up at Dungeness about two o'clock in the afternoon. We were lying about a quarter of a mile below the Roar Sand Buoy, to the westward of the light-house. A great many vessels were at anchor in

the bay. The "Northfleet" was about two miles, or two miles and a half, to the castward of me. It is a place where large ships usually anchor. I saw lights at night, and I have no doubt hers amongst them. I was on deck about 10.30 in the evening, and I saw a rocket go up. I then counted seven blue lights continuously burning, and rockets going up in a minute. When I saw the seven rockets together I thought it was a collision, and got my anchor directly. I proceeded to the spot and saw more rockets and blue lights. Then it was just beginning to rain, and set in very dark. After I was started I saw no steamer. I think it took me half an hour to get to the "Northfleet." She was then going down. I had not seen anything of the steamer. All at once the light disappeared, and I saw she was a ship going down. I heard cries for help, and I threw life lines and buoys overboard, and told the people to cling to them. One man close by the tug called out to me to save him. I threw him a line and got him to the fore sponson of the tug, where three men hauled him in. I then heard screeches all round, and almost lost my senses for a moment, and at that moment the lifeboat came alongside. I sang out to my mate, "For God's sake jump into the boat and see how many lives you can save." went away, taking buckets to bale out with, and saved four men, but she returned to the ship in a sinking state, and in half a minute would have gone down herself. The night was so dark, and the cries coming from all round me, that I was afraid to move the engines, so I was obliged to let the tug drive until we heard no more I saw on coming up a very bright light burning, but I did not know until the ship went down that it was her riding light.

By the Coroner: If I had been a quarter of an hour earlier at the scene of the disaster I could have laid my tug alongside, and have saved a great many lives. I saved thirty-four lives. In fact, I may say thirty-eight, counting my own men's lives, for they would have sunk in a few seconds more; but I carried thirty-four to Dover. I was driving away with the cries which I heard all round, and I was afraid to move the boat for fear of injuring the people in the water. The pilot boat would not have lived another three minutes if they had not got alongside me. She was half full of water. I got thirty-four into Dover. A man named Brown swam to our fore sponson, and three of us hauled him in. Amongst those who came on board was the Captain's wife, and Mrs. Sturgeon with a baby.

Mr. William Forster handed the witness a letter from the Lord Mayor, thanking him on behalf of the committee for his brave conduct in saving the lives of thirty-four of the passengers. This was read in court, and excited much applause.

The next witness called was Thomas Henry Rogers. He said: I am a Trinity House Pilot. I was on board the pilot cutter "Princess" on the 22nd January. The cutter was cruising in the East Bay, Dungeness. About 10.30 p.m. we saw rockets to the westward, about two miles off. We proceeded in that direction,

expecting to find it was a ship requiring a pilot. We answered the signal as usual, by flare-up lights every few minutes. I saw myself six rockets at one time, and then six others, a proceeding that is unusual. I made the remark at the time. I judged that it was a collision. Then there were blue lights, as we were proceeding west as fast as we could possibly go. Then we found it was the "Northfleet." We had seen her anchor before dark where she was. Hearing so many voices on board, we knew it was the "Northfleet." We did not take notice whether she had her riding lights, the ship being illuminated with lights. We had a boat towing astern, and into that Stanley (the mate) and three of the crew got. We made all preparations to get out a second boat, which was on deck. I got into that second boat, with Mr. Blaxland and Mr. Randall, pilots, and the steward of the cutter. We proceeded then in the direction of the cries; but as we slipped our first boat the "Northfleet" went down. There was then nobody to be seen at all, though we had a light in our boats. We spoke to the "City of London," which was amongst the people. The heaviest cries coming from the windward, we pulled to windward, and came firstly to a large spar with no one on. Then we came to a boat bottom upwards with no one on, and then we came to a boat with four people on, whom we took off into our boat, and in doing so got our own boat half full of water. They were taken on board the "City of London" steam-tug. As we pulled in these four, there were cries all round, but our boat was full and with the water had as much as she could carry. We could not have saved any more. It took us a quarter of an hour to bale out, but then we could hear no more cries. We pulled then to the wreck, but the other boat of the cutter had saved all out of the rigging. It was imprudent for our boats to be out as they were. If more boats had been out other lives would have been saved. When we had baled out we could see neither the cutter nor the vessels in the roads, and we towed for twenty minutes before we got into the roads. We burnt blue lights then on the tug before we could make our position. The intention was that the cutter was to tend both boats, but she could not do it. When she found we were near the tug she went back after the first boat, in which Stanley was for an hour before he could get rid of them. The cutter did her best, and did well in saving those she did save that night. James Pilcher is the captain of the cutter. In picking up the people we did not see any other ships, though they were not more than four cable lengths off. One with 308 women on board, the "Corona," was lying close to her. We hailed her before daylight in the morning to know whether she had saved any of the passengers of the "Northfleet," but we got no answer returned to us. One of the pilots hailed her. When I was in the boat it was away out to sea, the cutter being also outside. There was no ship that could have heard the cries except the "Corona," which was to leeward, and could hear them as well as we could. It was the cutter which hailed the "Corona." I don't know whether Stanley also hailed her when passing in. I have been a pilot for five years, and have been mate and master in the cutter for thirteen years, seven years a North Sea pilot, and pilot to London, so I know the locality, and I consider the "Northfleet's" berth a good and safe one for a large ship, and steamers bound either east or west ought to be outside of where she was altogether. We went close under the stern of the "Northfleet" in the afternoon, but I did not see the name of the "Corona." The steamer which struck the "Northfleet" if steering a proper Channel course would have gone on shore at Dungeness if she had kept on. She was two miles inside the proper track for a steamboat. When we were about two miles east of the "Northfleet," running from her, we saw a steamer running down Channel; that was about ten o'clock as near as possible. I have no doubt that was the steamer which caused the collision. When we first saw the rockets, I said to the captain of the cutter. "I think that is a collision off Dungenes;" but he said, "Oh, no; it is only two of the Bremen boats saluting each other. I have often had a chase after them." They are in the habit of firing off rockets to each other, and I think it is high time that was put an end to. We were two miles inside of the steamer which caused the collision when we saw her. So I could not tell whether she was then steering the usual Channel course. Up to the time of the collision lights were distinctly visible. and therefore there was no excuse for the steamer on the ground of darkness. I was on board the cutter when the body of Mr. Brand was discovered, and saw it brought on board. His watch had stopped at seven minutes past eleven o'clock. An inventory was made of that and everything found on him. There is a large ship and a small ship roadstead. The "Northfleet" was lying in the large ship roadstead, and in a very nice berth for a ship of her size.

By Mr. Knocker: I think about half an hour elapsed between the rockets first going up and the ship going down. Steamers do bring up in the same roadstead as where the "Northfleet" was lying, and one brought up outside of the "Corona" on the same night

John Beveridge: I am a fish curer of Berwick-upon-Tweed. I was not a passenger, and I know nothing of this matter. A further examination of this witness showed that he had been summoned, and replied that he knew nothing about it, and insisted if they wanted him to come they must send him his expenses, which was done by Messrs. Patton, and then, and not till then, the canny old Scot came on to the scene of the disaster.

The boatswain then explained that the real John Beveridge was a tall, thin man.

George Pout: I am master of the lugger "Mary," of Kingsdown, Deal. On the 22nd January, I was in the lugger in Dungeness Roads, at anchor. It was a dark, dismal night, with 250 ships at anchor. I saw the "Northfleet" come in and anchor about 12.30 on that day. I have been a sailor thirty years, and a channel

pilot twenty-five years. It was a good berth for a ship of her size, and two miles inside the course of steamers. I should have selected such a place to bring up a ship of her size. I was called up at 10.50 by our clock, and went on deck and saw a ship to leeward throwing up rockets. She was about a mile off, as I judge. We turned out all hands, and got our anchor. At first we thought it was a steamer throwing up rockets for a pilot, as they frequently do off Dungeness, and then when we saw them come so fast, we were pretty sure it was a collision. We did not know at the time, as there were vessels between us, that it was the "Northfleet." We proceeded to the spot as quickly as possible, passing several vessels, perhaps eight or ten, on the way, but we did not hail them. I could see the ship's riding light, when the rockets were going up, and thought that the ship was drifting. I steered for it, and found that she was anchored. We ran directly to the ship's stern, and we were lowering our sails when we saw three blue lights burning at the same time on board. One man on our bows sang out, "Hard up, here is a boat right under our bows!" I was at the helm. The people were crying out, "Save us, save us, for God's sake save us; the ship is sinking!" We got our sails down, but we shot past the boat, and I stayed round and ran towards her. We were close to the ship then, and I sang out, "Ship ahoy!" and we could see the people on the poop by the blue lights, but they were screaming, and they could not hear us. We got off five people from the boat, and while I was turning my head I saw that the ship had sunk. We took out of that boat, which was in a sinking state, thirty people. She had no plug, and only one oar, with the water up to her thwarts. She would have sunk in five or six minutes. When we got the people in we made sail, and stood in right for the ship, we having been blown to seaward by the wind off the land. We got close in, but we could neither see nor hear anything. We heard no cries after taking the people out of the boat. The people were wet and cold, and we thought we would make the quickest passage we could up to Dover with them. I think it was about twenty minutes to twelve when the ship went down, judging from the time when we weighed anchor and got to the ship, not more than twenty or thirty yards from her. We did not like to stand in closer than we did after rescuing the people in the boat, as we did not know what wreckage might be floating about, and a very slight touch would have stove our lugger, and sent us to the bottom too. I saw nothing of any steamer that could have caused the collision.

James Sumner, Chief Boatman at No. 2 Battery, Coast Guard Station, Dungeness: I was not on the look-out on the night of the 22nd of January, but I was called about 11 o'clock, and then there were no lights visible except the anchor lights of the ships in the roads. The patrol called me to tell me a vessel was burning blue lights and rockets, but all was quiet when I got out. I remained out half or three-quarters of an hour, and nothing was to be seen. Next morning

I observed the sunken vessel at two and a half or three miles, bearing E.S.E. from No 2 Battery by compass. I ordered the boat to be got out and launched, when I saw a ship's boat pulling towards the shore between Nos. 1 and 2 Batteries. I was then told by the pilot of the "Corona," who came ashore in that boat, that it was the emigrant ship "Northfleet" which was sunk. I then went to No. 1, and our station boat came and picked me up, and we went off to the wreck, speaking the hovelling lugger "Pilgrim," of Kingsdown. Her boat had been close to unbending the top-gallant sails. He told me they saw the light, but did not know what to make of it, and did not get under way till daylight. The "Corona" was lying in shore of the "Northfleet" towards Dungeness Light, about 450 or 500 yards. The "Northfleet" was lying outside of all, drifting at that time. The captain of the "Corona," which was of Dundee, from London, bound to Melbourne, told me he was very much annoyed to think that his ship was so near, and he was not called to render any assistance, and that with his boats he could have saved hundreds of the passengers, but that his watch had never called him nor reported anything to him. I did not speak to the watch. He said the watch had seen the rockets and blue lights, and had heard the screams, but did not know what to make of it, and that he, the pilot, and the chief mate, heard nothing of it until 4 in the morning. He said there were two men and a petty officer forming the anchor watch. I don't know his name. I spoke an Italian barque, which was about 600 yards in shore of the "Northfleet." I spoke to the pilot, and he said he knew nothing of the "Northfleet" until daylight, and that no one had ever called him. I spoke a vessel belonging to Rye, a brigantine, and the master said he knew nothing of it until daylight. I spoke to the captain of a three-masted schooner on landing, and he said the same thing—that the anchor-watch had seen the lights, but had reported nothing to him. My people told me they did not know whether it was a ship wanting a pilot, or whether it was a collision.

By the Jury: The captain of the "Corona" did not tell me that he had put two men in irons for not calling him.

The Coroner then said that there was not evidence enough to enable them to say what ship had run down the "Northfleet," and therefore he must adjourn the inquiry for the present, but that full notice would be given of its resumption.

The funeral of Mr. Samuel Frederick Brand took place in the ancient little town of New Romney, four miles away, the next afternoon, and was of a very impressive character. The body had been placed in a handsome oak coffin, and a number of bunches of violets, maidenhair fern, and camelias had been placed on the breast of the corpse, whilst on the velvet and silk pall which covered the coffin were wreaths of immortelles, which were buried with the body. The cortège left the residence of the Misses Buckhurst, at Romney, where the body had been

removed the preceding evening from Lydd; these ladies are connections of the deceased. The hearse was followed by Dr. Brand, the father, and Mr. John Brand, a brother; next came Mr. H. D. Walker, a county magistrate; and Captain Oates, Mr. W. D. Walker, J.P., and sub-agent for Lloyd's; Mr. Forster, of the firm of Latham and Co., Lloyd's agents at Dover; Mr. John Jones, J.P., Dymchurch; Mr. John Humphreys, and Captain Henry Stringer, who conducted the inquest for the bailiff of Lydd on Saturday. The blinds in every window in Lydd and New Romney were drawn down, and large numbers of persons witnessed the departure of the funeral from one town and its arrival in the other. The vicar of St. Nicholas Church, the Rev. R. Smith, officiated; and Mr. Fryse, of Ashford, performed a mournful dirge on the organ as the body was taken into the church, and the "Dead March in Saul" as it was taken out into the churchyard. The grave had been dug under a fine old yew tree, and it is a singular fact that it is very near that of a relative of Mr. Brand; whilst from it can be seen, in the distance, the spars of the "Northfleet," just visible above the surface of the sea. The churchyard was crowded, and most of the lookers-on were unable to control their emotion as the last solemn rites were performed over the remains of a fine young English gentleman who perished with an heroic captain, both doing their duty bravely to the last. Frequently since, the funeral fresh flowers have been placed on the grave by sympathizing friends.

It is over this grave that it is proposed to erect a-

NATIONAL MONUMENT

To the memory of those Who perished in the ill-fated ship

"NORTHFLEET."

Emblematic of the grief of England, and as a tribute of respect for those whose loss is mourned; whose characters are admired and venerated.

CHAPTER II.

NARRATIVES OF THE SURVIVORS.

Among all the sad cases of desolation and bereavement occasioned by the wreck of the "Northfleet," few excited greater sympathy than that of poor little Maria Taplin, a child ten years of age.

She left London in the "Northfleet" with her father, mother, and two sisters. The father, John Taplin, was going to Tasmania to work as a labourer in the formation of the railway, and his two married daughters were to follow in the next ship that left for Hobart Town. On the night of the wreck they were all sleeping in their berths, when the crash of the collision aroused them. The poor mother told the children to dress themselves, and when this was done they all rushed on deck. Mrs. Taplin put Maria into a boat, but she had to get out again while it was lowered into the water. Her father then replaced her in the boat, and endeavoured, but in vain, to save his wife and other children. The "Northfleet" settled down, and poor little Maria drifted away from her in a boat in which there were the captain's wife, Lucy Sturgeon and her baby, and thirty men.

After a brief stay at the Sailors' Home, she was taken to the home of a gentleman who lived close by, and remained there until the following day.

It was soon discovered by Maria's new friends that she had two married sisters living at Holloway, so they were at once communicated with, and they expressed a wish for the child to go to them at once.

Mrs. Knowles kindly took charge of her during her journey to London, and she remained with her sister for about ten days.

Meanwhile, letters were received from all parts of the kingdom, expressing the most tender commiseration for the poor little orphan so suddenly and awfully deprived of her earthly parents. Many loving mothers offered her a home, but the dear child's own wish was to return to the friends who had taken her from the Sailors' Home that terrible Thursday morning, when, with an almost broken heart, she wept for her lost father, mother and sisters, who were hidden from her sight by the cruel waves, as the boat which bore her from the wreck drifted away to be cast hither and thither until its precious freight was rescued by the steam-tug "City of London."

John Dixon, the Engineer, thus tells his own sad story:-

"I joined the 'Northfleet' on Monday, January 13th. When I got to Gravesend, in consequence of the engineer, who had been engaged for the condensing engine, failing to turn up, I was employed in his place. Captain Oates got a man down

from the works where the engine was built, and he spent a day on board, in order to show me the construction and the working of the machine, and as I am an engineer, I soon picked it up and found I could work it with ease. I was going out to Tasmania with my wife and children, to be employed as engine-driver on the Tasmanian Railway.

I had been a driver on the North London Railway for two years and six months.

I had been two years and a half on the Great Eastern Railway, and before that I was employed in the same capacity for two years in the East Indies.

Altogether I have been an engine-driver twenty years, ten of which I spent on the Caledonian Railway, under Mr. Sinclair.

My wife and two little girls went on board the Northfleet with me. The youngest child was eleven months old, and the elder a little over two years.

On the night of the wreck I went to bed about half-past 9. We were in the married couples' quarters and had one large bunk to ourselves.

I had turned in, as nearly as I can remember, about an hour, when I heard the loud crash of the collision, which took place on the starboard side of the ship, where we were lying. I thought I should only add to the general confusion if I went on deck, so I remained below a little time. I told my wife not to be frightened and to keep quiet; but after a while, hearing the cries on deck, I went up to see if there was really any danger. I was alarmed to find that the vessel was sinking fast. I returned to my bunk, and told my wife to dress herself and wrap the children up in a shawl. She very quietly did so, and went with me to the deck. I assisted her on to the poop and placed my arms around her. She had both her children in her arms, so that I was in reality supporting them all. I don't think I had been on the poop more than a minute, when the ship seemed to have so sunk that the poop was on a level with the water. It was very rough, and a wave suddenly struck me and jammed me between the cabin sponson and the front of the poop, at the same time carrying my wife and children out of my arms. I don't know whether they were hurt, but they disappeared in an instant.

I never heard or saw more of my wife and bairns. The first thing I recollect was, that I found myself in the water, with the tackle of some rigging around my legs. I was sufficiently conscious to know that unless I got myself clear of that, I should be sure to go down, although I am a very good swimmer. I was in the midst of a number of poor people who were drowning. It was a terrible sight, for they were dragging each other down, as fast as possible; and the shrieks of the women and the shouts of the men for help could be heard all around.

After a time I managed to get clear of the tackle, and then I swam as well as I could with my left arm. Three of my ribs and my breast-bone and collar-bone were broken, so one side of me was disabled altogether.

After a time, I came in contact with one of the life-boats, which was bottom upwards.

After a deal of trouble I managed to get on it. There were five others upon the bottom of the boat, and we remained there I don't know how long; but it seemed three or four hours. We tossed about and the waves came rushing over us, but still we contrived to hold on to the boat, with the exception of two who were washed off. The other three and myself were picked up by the pilot cutter, and then passed into the "City of London" tug.

Upon landing at Dover, Dixon was carried to the Seamen's Almshouse Hospital, a good old Dover institution very little known to any but those whom it personally benefits. It is a quaint old house supported by an ancient endowment, and presided over by a worthy matron (the widow Howes), who is known to all connected with the Hospital as "The good Mother." Well does she deserve the title, for her unremitting kindness to all under her charge, her bright cheery ways and kind old face, endear her to all who, either as patients or visitors, have the entrée at the Dover Seamen's Hospital.

Thomas Biddies, the man who was shot by Captain Knowles for refusing to obey orders, gave the following account of the catastrophe. He is a single man, and was going out to Tasmania as a labourer:-He retired to rest at about halfpast 10 on the evening of the 22nd, and he thinks he had been in bed not quite half an hour when the vessel received a very severe shock. On getting out of bed he ascertained that the vessel had been run into by a steamer, and almost immediately after he had received this information, the ship's carpenter having examined the injured part of the vessel, gave orders for all hands to get on deck as quickly as possible, for the vessel was sinking. Biddies went up on deck with the rest, where a scene of great confusion presented itself. The unfortunate emigrants were streaming up on the deck half dressed and almost mad with fright; rockets were fired off; bells were rung, and the usual signals of distress were all quickly given. Biddies thinks he remembers one gun being fired. The pumps were set to work almost immediately, and almost every one on board worked with hearty goodwill for about fifteen minutes. Every effort to gain on the water ceased, however, when at the expiration of that time it was discovered that the water had reached the second deck, the floating boxes underneath which could be heard thumping against the upper deck. Biddies very much wanted to save something he had in his chest below, and left the pump to go below for the purpose of doing so, when he found that the water had already reached the top of the steps leading down to the deck in which his cabin was situated. The confusion now increased on deck, some men were going about to find their wives and children, some were preparing for the awful catastrophe which every one knew must soon happen unless they received help from on shore or from a passing vessel, by laying hold of spare spars, ladders, pails, &c., indeed anything that would float, while others were rushing frantically

to the boats. But amid all was heard the firm voice of Captain Knowles, who having seen his wife into one of the boats, stood at the wheel giving directions for the firing of signals, and devising the best means for saving as many lives as possible out of 400. "The women first. I'll blow the man's brains out that dares to get into a boat." But this threat came almost too late. Biddies saw that the boats on either side were filling fast with men, and seeing no reason why he should not make an effort for his life as well as the rest, he jumped into a boat at the stern almost immediately under the captain's eye, in which the captain's wife was sitting under the care of the boatswain, and crouched up into the bow. But Captain Knowles saw the movement, and anxious that every opportunity of escape should be given to the frightened women, he ordered him out. Biddies knew that the vessel would sink almost immediately he got on board, and that this was his last chance of escape, so he resolutely refused to obey. The captain repeated the order, and threatened to fire if it was not obeyed.

The boatswain, who had charge of the captain's wife, attempted to force him out, but it was of no avail. Captain Knowles motioned to the boatswain to stand clear, and discharged his revolver at Biddie's head, and he almost felt the ball pass over it. The captain, discovering that the first shot had not hit its intended mark, fired again at the miserable man, and this time with effect, for the ball embedded itself in the flesh just above the left knee. Biddies almost forgot the pain which followed, for the shrieks and cries for help proceeding from the now fast sinking vessel, which were awful, almost drowned the sound of the alarm bell, which rang incessantly. The boat in which Biddies had escaped but barely with life was still lying alongside, and the poor creatures still on board, finding that it was the only available chance of escape with their lives, made a rush to the stern of the vessel to get in, but Captain Knowles still persevered in endeavouring to save the women. Again the revolver was raised at the first man who entered the boat; the trigger was pulled, but fortunately for the man, nicknamed by the crew "Billy Ducks," the pistol missed fire. The boat was soon filled with the five others, and before Captain Knowles could offer any further remonstrance, the ropes were cast off, and the boat was rowed hurriedly away to the tug, which had just steamed up to the spot, and lit up the horrible scene with her lights. Hardly had the boat, containing nine persons, the captain's wife, the boatswain, and four labourers, including Biddies, together with three of the ship's crew, got alongside the tug, when, by the gleam of the last rocket in the sky and the lights from the tug, the figure-head of the Northfleet was seen slowly to sink under water. The crowded stern rose up in the sea, and with a loud rushing noise almost immediately disappeared under water, leaving nearly 400 people struggling for their lives amongst the waves. Biddies says that this was a scene that neither he nor any on board the tug will ever forget. The shrieking women, and the loud cries of the men for

help, were awful, and must have been heard miles off. Some of those that could not swim were floating in the water on barrels and pails, of which they were obliged to leave go from sheer exhaustion. Biddies noticed one friend of his in the water, a married man, who, with his wife and only child, was clinging to a ladder, when a wave came and washed all three off—man, woman, and child sank, and never rose again. The unfortunate fellow managed to clutch the ladder again, but it was out of his power to save his wife and child. Thirty-four people were picked up by the tug, which remained close to the spot the whole night.

Biddies, under the careful charge of Dr. Grandison at the Dover Hospital, where he was taken on being brought ashore, makes rapid progress towards recovery. He has excited much sympathy; for, to use his own words, "When he rushed on deck and saw the awful position of matters, that the ship must go down, he hastily returned to the 'tween decks, and secured from his berth the books he treasured so highly, his Bible and his Prayer Book." In the fight for the boat this gentle though muscular Christian was deprived of his cherished treasures; and after trampling down helpless women and children, gained his position in the boat and crawled beneath the thwarts. The result of his pathetic story has been a whole shower of Bibles and Prayer-books, accompanied by other comforts, which are doubtless much appreciated. These gifts are from those who will not believe that the shot from the noble Captain's pistol was a fitting reward for his selfishness and heartless brutality.

An interview between Captain Kingston and the special correspondent of the Daily News resulted in the enjoyment by the public of the following narrative in the honest Captain's own style:—

"How was it that Captain Kingston, of the steam-tug 'City of London,' went to the aid of the sinking ship, and rescued thirty-four passengers? Well, sir, and ladies, I'll tell you all about it as well as I can in my plain language. We were, as I said, lying at anchor off Dungeness on Wednesday night on the look-out for a job. I was on deck myself, keeping my eyes open for ships coming up, when about half-past 10 o'clock I saw away to the eastward a rocket go up. At first, like the other ships you tell of, I thought it was a signal for a pilot to go off; but before I had taken another turn on my watch another went up, half-adozen followed, besides which blue lights were burnt furiously. There's something wrong over there, I says. Heave up the anchor, my lads. The anchor was up in a jiffy, and the steamer's head turned in the direction where the blue lights were burning and the rockets still going up. An hour or two earlier the stars had been shining, and the weather was middling fair, but just then the stars had gone in and the rain come on, and it was so dark you couldn't see a foot before you. However, we had a good beacon to steer for, and with all steam up we went ahead towards it. After steaming for about twenty minutes we began to hear

shouts and screams. 'She's foundering. She's going down now,' I said, for all of a sudden there were no more lights. I ordered my men to show lights all over the steamer. I thought if there were any poor creatures swimming about, they would know where to steer for. A voice called out from the water quite close to us, and I could hear other voices coming out of the thick darkness ahead, so I thought the best thing I could do was to stop my engines, for the sea seemed so thick with human beings that having regard to my paddle-wheels, it was like walking over a dark floor strewed with eggs. It was well I stopped when I did, for standing on the paddle-box, peering over into the darkness, I saw something white gleam up out of the water, just ahead of the port paddle-wheel. 'Show a light over there,' I shouted out, and when it came we made out a poor fellow clinging hold of the chains under the wheel. 'Stick to it, old chap,' I says, 'We'll throw you a rope;' but when the rope hung over within reach of his hand he was too far gone to lay hold of it, and three of my men jumping over, hanging on to the wheel, managed to pass a rope under his arm-pits, and so we hauled him up. He had swam all the way from the wreck, and was just giving up the fight, when he caught hold of our chains. All this time the shricking was going on somewhere close ahead of us, and we dare not move for fear of crushing somebody; 'Keep up,' I shouted out as loud as I could, 'We'll come as fast as possible.' In the middle of it all a boat dropped alongside full of people, if possible fuller of water, as she was quite level with the sea, and the passengers were sitting up to their waists in water. It was quite a miracle to us how she floated till we knew she was corked for a lifeboat and couldn't sink. I've got her now on the beach here, and you'll see that she is actually ripped up on the starboard bow owing to catching on a bolt sticking out from the side of the 'Northfleet' when she was lowered from the davits. We got the passengers out, and when I found there were some women among them I took them down into my cabin, and says, 'There is my place, do the best you can with it; get among the blankets, and leave your clothes out to be dried.' I found out afterwards that the young-looking lady was the captain's wife. other with the baby was Mrs. Sturgeon, and this child (Maria Taplin) here made up the lot.

"I left them there and ran on deck, where I found that the boat was still fast astern. I says to my mate, 'See if you can pick any o' them that's floating about.' It looked like certain death to go out in that boat, but my mate never hesitated a moment. He jumped in with a bucket in each hand, and began baling the water out to keep her afloat, whilst the sailors from the 'Northfleet,' who had pulled her before, took the oars, and they set out in search of strays. 'You won't leave us,' said my mate, as the queer-looking craft put off. 'No,' I says, 'I'll wait here till you come back.' Whilst they were gone I ran down to my cabin to look after the ladies, and found them getting quite comfortable,

only the little lady began calling out for her husband, the captain. As soon as she saw me, 'Oh, marm, he's all right,' I said, 'he's gone off in a Deal lugger.' I hope I may be forgiven for telling such a lie; but what could I do, seeing the wee thing there in such a state, and refusing to drink the tea I had made for her with my own hands. The old boat came back safely, bringing four men with her whom she picked out; and then we drifted slowly to leeward, picking up a dozen or more on the way.

"Mrs. Knowles didn't altogether believe the story about the Deal lugger; anyways she made me to lay by the wreck till daylight, and though as the morning came on a nasty chopping sea got round us, I had passed my word, and I kept it. I stopped till daylight, and spoke all vessels about; but none knew anything of the captain. Three masts sticking up out of the water, with the top-gallant yards standing, was all that was left of the 'Northfleet,' and we got out of sight of it as soon as we could, for it was not a pleasant thing for the poor creatures on board us to see. When we steered into Dover harbour I spoke a boat, and asked whether there was any news of the captain. 'Yes,' says the man, 'he's ashore all right.' This was joyful news, and set my mind at rest about the Deal lugger business; but when I went ashore myself to know where I was to land the passengers, I found it was a mistake. Mrs. Knowles sent for me when I got back, but I could not face her again, and made an excuse to keep out of the way. All the passengers came crowding round me when the plank was down for them to go ashore, shaking hands with me like mad, and blessing me, and that till I was nearly blubbering just to keep some of them company. Mrs. Knowles, catching sight of me, came running up, and taking a ring off her finger, saying, 'Here, Captain Kingston, take my ring, give it to your wife—I have nothing else to give you.' 'No, thank ye, ma'am,' I says, 'I have done nothing to earn rings, and if I have I'll get paid hereafter;' and with that we said good-bye, hoping to meet again in better weather."

Captain Kingston has not had to wait till the great hereafter of which he spoke before receiving some reward for his humane efforts to save life. The Lord Mayor and Committee of the Relief Fund have not only sent him a letter, expressing their thanks and admiration for his good work, but have also made a grant of £150 to be divided between the tug, cutter, and lugger which all did their duty so well.

On Thursday, January 29th, news reached Dover that the body of a woman had been found on the beach midway between that place and Folkestone, and had, with great difficulty, been carried up to the cliff (or zig-zag, as it is called) and deposited at the Royal Oak, a roadside public-house.

Superintendent Dewar, of the Kent County Constabulary, and the representative of the owners, went off at once and found the poor creature had been put into a parish coffin, in the miserable condition in which she had been cast upon the shore. She was covered with dirt and sand; her hair was matted and tangled; altogether her pitiable state showed but too plainly that no loving or reverent hands had tended her. However, she was now taken from her wretched coffin, and though no woman's help was near, a womanly tenderness guided stronger hands, and soon she was once more laid to rest in her narrow bed, clad in seemly white, and as well cared for as though home love had surrounded her at her death.

She was then photographed, and next day laid in her lowly grave in the quiet little cemetery churchyard at Caple-le-ferne, the agent of the owners being present as only mourner. The Rev. F. Wrench performed the ceremony most impressively. Orders were given for shrubs to be placed at the head and foot of the grave.

Numbers of photographs were sent down to Dover; among them, one representing a group—father, mother, and child. The mother bore a strong resemblance to the face of the poor woman above described. The friends were communicated with, and the clothes she wore at the time of her death were forwarded to them, and at once established the identity; and at the head of the grave now stands a stone, with a cross, bearing the simple inscription—

ELLEN TOUGH,
Passenger in
"NORTHFLEET,"
Drowned the 22nd January, 1873.

Few the words, but most thrilling are they.

Before us lies a picture most touching in its sadness, and yet sweetly suggestive of hope. It is the photograph of the wee bairn cast ashore at Dungeness, four days after the wreck.

The little one lies in her humble coffin, with as sweet a smile upon her baby lips as if she were sleeping in her cot, and had been hushed to rest by the gentle tones of a loving mother's voice. Her own dear mother, doubtless, lay in the bosom of the mighty sea, but other hands, with pitying love, brought fair sweet flowers and placed them on her breast. She was taken to Lydd, and buried in the old churchyard, Captain Oates and Mr. Prescott being present at the funeral.

That nameless little grave will not be forgotten, but loving friends will strew sweet flowers there from time to time, fit emblems of the "wee white rose" that perished so sadly, but yet shall live again.

Nine days after the wreck the bodies of a middle-aged man and of a woman, about thirty years of age, came ashore at Worth, near Sandwich. As soon as the information reached Dover the authorities at Worth were communicated with, and orders given that the bodies should be photographed, but such painful pictures were the result that it was determined to abandon photography in all future cases

Captain George Coleman, of Sandwich, kindly made all necessary arrangements that the bodies should be decently prepared for burial, and he also personally attended the funeral at Worth, accompanied by J. Henderson, Esq., J.P., the Rev. Sydney Smith reading the service with deep feeling.

On Thursday, February 6th, the body of a young male child was cast ashore at St. Margarets-at-Cliff, a well-known village on the coast, midway between Deal and Dover. It had remained so long in the water that it would have been wholly unrecognisable had its dearest ones come to gaze upon it. It was not therefore photographed; but the little shoe and sock, which were the only things remaining on the poor baby, have been carefully preserved, and may possibly lead to identification, unless, as is most probable, all who knew and loved the child perished with it.

The Rev. E. C. Lucey, the vicar, made arrangements for the funeral to take place on Sunday, when Captain Oates and Mr. William Forster attended.

The little coffin had been prepared as for a well-beloved child, whom they laid in the grave with mourning hearts. It bore this inscription: "Cast ashore, the body of a male child. Supposed to be from the wreck of the 'Northfleet,' off Dungeness. Buried, February 9, 1873." Many of the villagers attended the funeral, in spite of the falling snow and intense cold, drawn thither by tender pity for the little one whose life had ended so sadly. The Rev. E. C. Lucey read the service most impressively, and then the poor little unknown babe was laid to rest.

Stone crosses are to be placed at the head and foot of the nameless grave, to mark the spot where gentle hands have left him sleeping.

Out of 293 who were lost in the "Northfleet," only six bodies have been recovered. These have all been followed to the grave by representatives of the owners and of the Mansion House Relief Fund Committee, who have earnestly striven, by every means, to increase the probability of the deceased being recognised, and after seeing that everything had been done for them that their nearest and dearest relatives could desire, they have had them interred, and stone crosses have been erected to mark where they lie. If we are tempted to regret that 287 still lie in an ocean grave, let us take comfort from the thought that—

There is in the lone, lone sea,

A spot unmark'd, but holy,

For there the gallant and the free,
In his ocean bed lies lowly.

Down, down, beneath the deep,
That oft in triumph bore him,
He sleeps a sound and peaceful sleep,
With the wild waves dashing o'er him.

He sleeps, he sleeps, serene and safe,
From tempest and from billow,
Where storms that high above him chafe,
Scarce rock his peaceful pillow.
The sea and him in death
They did not dare to sever,
It was his home when he had breath,
"Tis now his home for ever!

Sleep on, sleep on, then mighty dead,
A glorious tomb they've found thee,
The bright blue sky above thee spread,
The boundless ocean round thee.
No vulgar feet tread here,
No hand profane shall move thee;
But gallant hearts shall proudly steer,
And warriors shout around thee.

And though no stone may tell
His name, his worth, his glory,
They live in hearts that lov'd him well,
And they grace Britannia's story.

BOARD OF TRADE INQUIRY.

On Tuesday, February 4th, the inquiry ordered by the Board of Trade into the circumstances attending the loss of the "Northfleet" was opened at the Greenwich Police-court, before Mr. Maude, magistrate, and Captain Harris and Hight, nautical assessors.

Messrs. John Patton and Co., the owners of the "Northfleet," were represented by Mr. L. M'Diarmid; Mr. Nelson watched the proceedings on behalf of the Spanish Government; and Mr. Myers was present for the contractors, Messrs. Edwin Clark, Punchard and Co.

Mr. Thomas Gray, assistant secretary of the Marine Department of the Board of Trade, was present on the bench.

Mr. Hargreave Hamel (barrister) briefly opened the case. He said he had been instructed by the Board of Trade to conduct this inquiry. They were anxious that the inquiry should be of the most searching description, in order that those persons to blame should be punished; and, if possible, that means should be adopted to prevent the recurrence of another such disaster. There were, he said, at the time of the collision 344 souls on board the "Northfleet," which was suddenly struck by strange vessel, by which nearly 300 persons were launched into eternity. The

miscreant vessel, instead of extending a helping hand to the drowning people, sheered off, with the object, it was fair to assume, of avoiding the responsibility of the terrible havor she had done. The name of the ship was the "Murillo," a Spanish vessel, which had fled into a Spanish port to avoid detection. It had, however, been satisfactorily ascertained that the "Murillo" was the vessel to blame, and the Spanish Government had guaranteed, in the event of its being proved that the captain, or, indeed, anyone on board the "Murillo," was culpable, he should meet with the same punishment he would receive if tried at Westminster. After remarking that it was satisfactory to know that no English vessel was to blame, the learned gentleman went on to describe the dimensions and tonnage of the "Northfleet," together with the circumstances of the collision, the full particulars of which have so recently appeared in those columns that it is unnecessary to again publish the painful details.

Mr. John Patton, jun., was then called and sworn. He said he was the owner of the "Northfleet." She had, during the past five years, been principally employed in the China trade. She had undergone large repairs before witness bought her in 1868. She had been repaired and overhauled in dry dock at Billhead in December last. She had been newly coppered, and her main and 'tween decks were caulked. After the survey she was classed A 1 at Lloyd's, registered ten years from 1868, leaving her five years more to run. The loading brokers were Messrs. Devitt and Moore. She carried a full complement of emigrants, and in her lower hold was general merchandise. Witness had formally complied with all the regulations required by the Emigration Act. She carried between 600 and 700 tons of cargo in the lower hold —— weight and measurement. This was exclusive of the emigrant stores and water. He had told Devitt and Moore that she would require about 400 tons of dead weight to make her "stiff" enough. She was loaded under the supervision of the emigration officers. She was insured for £9,300 on the hull, and £500 on the freight. Witness was not aware whether any of the lives of the passengers were insured. The married couples paid £30 for their passage, and £14. 15s. was paid by the single men. These fares included the victualling and conveying. Witness was not aware if the charterer received anything in addition to those amounts. Government had nothing to do with the passengers. Although they were sent out under the Emigration Act they were not emigrants in the common acceptation of the term.

Mr. M'Diarmid.—What amount of dead weight did she carry? Witness.—1,120 tons.

Robert Wilson Lloyd, clerk to the charterers, read a series of letters which had passed between Messrs. Devitt and Moore, and Messrs. Clark, Punchard and Co., previous to the sailing of the "Northfleet." They were simply negotiations

for the engaging of the vessel. Messrs. Clark and Co. insured the passage-money of the emigrants in the London and Lancashire Insurance Company. They were insured sufficiently only to recover their liability to the charterers.

Captain Harris (to the witness).—Did the 344 passengers include the infants on board?

Witness. - Yes, sir.

Mr. Hamel.—Is the list you produce perfect up to the time the "Northfleet" left Gravesend?

Witness.—Yes.

John Langford Sinclair, the manager of Messrs. Devitt and Moore (the loading brokers), said the cargo consisted of railway iron, measurement goods, bales, and cases. He cleared the ship at Gravesend offices with 310 statute adults, and a full cargo of 664 tons, consisting of 341½ tons of iron rails, 85 tons of salt, and 101 tons of miscellaneous weight, consisting of tin plates, nails, and 136½ tons of light weight, making a total of 654 tons. The cargo was all stowed under the superintendence of Captain Oates. She was not a full ship. There was room for more cargo. They had to leave room for baggage, but witness thought there was more room left than was necessary. She had a clear side of 8 feet 2 inches under the covering board.

Captain Harris.—Had she a raised gangway?

Witness.—She had a poop and a main gangway.

Then did you measure up to that?—Oh no, sir. I measured up to the covering. The question with us was, whether she was sufficiently deep, not whether she had too much on board.

Mr. M'Diarmid.—Was any objection made to the loading of the vessel before you left the dock?

Witness.—Yes; the Emigration Commissioners desired us to put in 69 tons more of rails in order that she might be deeper in the water.

Then was she considered in good trim?—Yes, after the extra weight was put in.

Captain Harris.—Where were the extra rails put?

Witness.—In the middle section upon the other rails.

Mr. Maude.—Did the Commissioners know what goods were to come in when they ordered the ship to be put deeper into the water?

Witness.—No, they knew nothing about it. All they wanted was to have the ship deeper. They did not consider her in good trim without the extra tors they ordered.

Edward Brown, a shipbuilder, deposed that the "Northfleet" passed under his supervision while in the graving dock at Billhead, and that she was in a sound and seaworthy condition at that time. Mr. Samuel Tom Cornish, the government surveyor to the Board of Trade (formerly shipwright surveyor under the Emigration Commissioners), said that he surveyed the "Northfleet" in December and January last. She had two lifeboats of large dimensions, and four cutters. The lifeboats were new, and stowed one on each quarter side of the vessel. The boats were 26 feet long by 6 feet 6 inches broad and 2 feet 9 inches deep. They were stowed bottom upwards, and there were no means of launching them with facility. The lifeboats were fitted with tubes and covered in. The beams were 6 feet 6 inches. He could not say whether there were any life buoys on board.

By Mr. M'Diarmid.—Last saw the "Northfleet" in January. The boats were larger than those exacted by the statute to the extent of nearly 100 cubic feet.

In answer to Captain Harris, witness said that he thought emigrant ships carried more boats than the weak crews of the present day could manage.

James Taylor Webbe, clerk in the in-searchers' office of the Custom House, produced the specification, showing that the dead weight on board the "Northfleet" was 440 tons of general merchandise; wine and spirits, 2,000 gallons in casks and 110 gallons in cases, besides other merchandise, apparel, &c., of the value of £3,000, making the total value of the light merchandise £3,200. There were 46 married couples and 224 single men, 43 married women and three single women, 18 male and 27 female children, and nine infants—making a total of 370 souls. [The witness here gave evidence regarding the number and dimensions of the boats, which corroborated in detail the foregoing evidence.] The bond which was given, as required by the Emigration Act, amounted to £2,000.

The enquiry was then adjourned until half-past ten o'clock next day (Wednesday).

The official inquiry into the circumstances attending the loss of the Northfleet was resumed on Wednesday at the Greenwich Police-court, before Mr. Maude, the magistrate, and Captain Harris and Hight, nautical assessors.

Mr. Hargreave Hamel appeared for the Board of Trade; Mr. L. M'Diarmid for Messrs. Patton and Co., owners of the "Northfleet;" and Messrs. Parker and Clark for the contractors, Messrs. Edwin Clark, Punchard, and Co. Mr. Nelson, instructed by the Spanish Consul-General, watched the proceedings.

Captain John Thomas Forster, senior emigration officer of London, in answer to Mr. Hamel, deposed that he surveyed the ship before she left for emigration purposes. She was then in the south West India Dock That was early in December, soon after she came out of dry dock. The witness then gave a detailed account of the measurement he had taken of the 'tween deck space for passengers—mentioning the various alterations he had suggested for the accommodation of the emigrants, and stating that the total available space was 4,657 feet, including 306 feet for hospital purposes. The usual space allowed for each adult was fifteen superficial feet, not less than six

feet high. He also attended to the stowing of the cargo generally. The question was put to him whether he would like as much as 750 tons of iron, but to this he objected. The further evidence of this witness, which was given at some length, went to show that the vessel was properly fitted, provisioned, and loaded. Whilst on board he conversed with several of the passengers, and desiring to see the crew together he ordered them to lower the two quarter boats, which was done. He conversed with the chief officer, Mr. Gloack, and thought him a proper person for the post. She had a full complement of sailors. According to the ordinary scale the "Northfleet" would have required only thirty-three men, whereas she had a crew of thirty-seven, all told. She carried six boats; two life boats at her quarters' outboard, and the other four were aft on skids over the quarter deck.

Mr. Hamel.—Were these skidded boats fixed in the most convenient way?

Witness.—There is a great difference of opinion as to the best way in which boats should be carried on skids. They were all bottom upwards. Each boat was properly supplied with gear.

Mr. Hamel.— Do you think that bottom upwards is the best way to carry the boats?

Witness.—If they are turned the other way they might ship water to a great extent in a heavy sea, and be damaged, or even lost.

Captain Harris.—I suppose you are aware that if the boats are bottom upwards they are not so easy to launch?

Witness.—If you wished to launch them aft it would not be so easy, but by passing the rope over them and launching them from the davits they would be turned over by the rope as they were being put over the side.

Captain Harris.—In your opinion, as a professional man, was it not possible to carry boats in a better way?

Witness.—If you put the question in regard to this particular case, where it was desirable to carry emigrants at as cheap a rate as possible, I should say no I do not think it would have been possible, with efficiency, to have carried more boats.

Could she not have carried a long boat?—The smaller boats are easier handled, and therefore better. The present emigrant scale in respect to boats is in excess of a man-of-war's. The emigrant ships have a greater amount of cubic feet of boat per head per adult than is the average in the case of a man-of-war. The large Indian transports are almost on the same scale with regard to the boats as emigrant ships, there being a slight advantage in favour of the latter.

Have you given your attention to signals?—Yes. I compiled a commercial code. I think I should be inclined to carry out the last suggestion in the code; that is, that there should be a simple, separate danger signal. I should propose an ordinary bright rocket, such as is used for pilots. If you wanted a pilot the

rocket would be thrown up with two or three minutes' interval, and in urgent cases they could be thrown up in quick succession, using besides every other means to attract attention.

You are an advocate for throwing rockets at stated intervals?—Yes; but I mean, also, that there should be a certain coloured rocket used, especially as danger signals. Other fireworks might still be used as private signals, but not the special rocket used for danger.

Mr. Hamel: The difficulty seems to be with rockets that they would not be seen in a fog.

Witness: In this case the signal for pilots drew more assistance probably than it might have drawn had it been looked upon simply as a danger signal.

Captain Harris: Is there anything else you would like to add?

Witness: I might mention that, inasmuch as the emigrants had in this case been on board for three days, they had ample time to settle down. It is generally considered necessary that an emigrant ship should remain a day and a night in the river in order that the passengers may settle down. It is desirable that they should remain in the river for one night in order that it may be ascertained whether there is proper sleeping accommodation.

Have you seen suggestions that cork beds might be used?—I have, but it is necessary to attend to cleanliness. If you have straw beds they would cost only about 3s., and could therefore be thrown away if they became dirty; but if cork beds of a sufficient size to float a person were supplied, they would cost about 26s. or 27s. each, which no doubt would lead to their being preserved from voyage to voyage.

What do you say to cork pillows?—I would much rather increase the number of life-buoys. I think that the use of such things as cork beds and cork pillows would scarcely be worth the cost. As to the dangers of the Channel I think it would be a very reasonable precaution to take the steam-tug as far as the Isle of Wight.

Do you think that more emigrants are carried than is quite safe?—If you take the loss of life from all causes I don't think the larger ships are more unhealthy than the smaller ones.

I wish to know if you would confine the number of emigrants to the number which the boats would carry?—No. I would not. That would raise the question of increased rates for emigration. Accidents to emigrant ships are very rare.

In answer to Mr. M'Diarmid.

The witness said that, as a rule, with regard to emigrant ships, they required 4 clear inches of side, measured from the upper deck amidships for every foot draught of water. The "Northfleet" had a clear side of 8ft. 2in., with a draught of 17ft. 3in. He did not examine the gun or lights, but it was done by some one else.

Captain Harris: It has gone forth that one of those boats was found bottom upwards, and the theory is that if they had been the right way up they might have floated off.

Witness: There is just that chance. The boats were all made fast, and would, therefore, have had to be cut adrift before they could have floated off.

Mr. James Colquboun Sconce, emigration officer to the Board of Trade, said that he surveyed the "Northfleet" previous to her last voyage. He was constantly on board the ship, and the result of his survey was contained in a report made to the Board of Trade. The witness corroborated the evidence of Captain Forster with regard to the boats and general fittings of the ship being in an efficient condition, stating that there were four life-buoys hanging on the poop-rail, and twelve lifebelts—six being placed in each quarter boat. She had one set of lamps, including a riding light, 36 rockets, 36 blue lights, 1 signal gun, 36 charges, and a complete set of flags and signals. The gun was under the break of the poop. The gun, which was an iron six-pounder, was complete in every respect. She had two deepsea leads, one lead-line, and two hand lead-lines. She had two fire-engines, one of which was fixed and the other portable, and twelve fire-buckets complete. Her draught of water on leaving Gravesend was 17 feet 6 inches forward and aft. height of side forward to the lower part of the covering-board was 9 feet 2 inches and 8 feet 10 inches aft. In round numbers she carried 490 tons dead weight, and about 150 tons measurement. There were 2 male cabin passengers, 263 males on the lower deck, and 77 females; making the total number of souls on board the ship, exclusive of the crew, 342. The crew was 37, all told.

By Captain Harris: The 36 cartridges were in a copper magazine. The gun was in the wing on the starboard side under the poop, with the muzzle pointed forward. It had no lock.

Captain Harris: This point is rather important, as this gun failed at the time it was wanted.

Witness continued: My attention was called specially to the gun. I believe it was a new gun. It was a nice little gun, with brass fittings. There was a ramrod, and so forth; but I did not notice whether the head screwed on or was fixed. It was a new ramrod.

Captain Harris: Did you notice whether it had a priming wire?

Witness: I daresay it had; but I did not particularly notice.

What description of light was her riding light?—It was a large globe light. Quite large enough, I should say, for the purpose. I did not exercise the boats to see whether they went all right. I do not know that there was any list of boats' crews made out. There had been no time, as the captain only joined her 48 hours before she sailed.

By Mr. M'Diarmid: All the requirements of the Passenger Act were fully complied with in the case of the "Northfleet."

Mr. Fenton Wake, assistant-shipwright-surveyor to the Board of Trade, said that he inspected the signals and lights of the "Northfleet" on the 15th of January at Gravesend. The vessel had been previously stopped, as the lights were not on board. When he inspected the vessel the side lights were placed in the after-part of the top-gallant forecastle, clear of all obstructions. They were 14 inches high by 9 inches back and side. The lenses were 9½ inches long and 6 inches broad. They burned paraffin oil, with a 7-8th of an inch burner. Nine and a-half inches will show ten points of the compass. Eight inches was the smallest allowed. The regulations only required that the lamps should have an 8-inch diameter. There was a ship's bell in the forecastle, and a fog-horn.

Captain Oates was the next witness examined. He said that he was master of the "Northfleet" for five years and a half. He was to have gone with her for the last voyage, and she was entirely loaded under his superintendence. He was guided in the loading by the emigration surveyors. She was ready to sail on Monday, the 13th of January. The emigrants were to have embarked at Gravesend, but owing to a gale of wind which was blowing they were unable to get out in time, and the emigrants were consequently taken on board, some at the landing-place, and some at the entrance to the dock. The ship was bound to Hobart Town direct, there being a stipulation with the charterers that she was not to call at any intermediate port, unless from stress of weather. They reached Gravesend on the following morning. After she had been cleared he received notice from the Treasury that he would not be allowed to leave the country, as he was required as a The command was given to the first officer, Captain Knowles, who held a master's certificate. He (the witness) left the ship at 9 o'clock on the evening of Thursday, the 16th, and she sailed on the following morning. He had carried emigrants before, and considered the "Northfleet" in every respect qualified for the purpose. The gun, which was a 6-pounder, was perfectly new. apron-priming wire, and everything else. In fact, the gun was complete. It was lashed to one of the mooring posts under the break of the poop. The rockets were all kept in the captain's cabin.

In answer to Captain Harris, the witness stated that the life-boats were new. The davits were thick, and capable of carrying much larger boats. The boats were secured bottom upwards upon the skids. He thought that those boats were as ready as it was possible to have them in a merchant ship. The largest cutter was in the fore-part of the ship when she was in dock, but upon the alteration being made it was found necessary to carry it aft so that it should not interfere with the comfort of the passengers. In fine weather he thought they might venture to carry the boats upon their keels. The lights were even more than was required by the regulations of the Board of Trade. They had several spare rockets and blue lights.

By Captain Hight: It would have taken me with my own crew in a case of emergency about a quarter of an hour to have launched one of the boats from the skids. That is, if there was pressure of time and lashings were cut. In bad weather, when the ship is knocking about, it would, doubtless, take longer.

By Captain Harris: I do not see that the boats could have been carried in any better way. I think if boats were placed between the mainmast and the foremast they would be easier got off. We expected to be about 85 days going to Hobart Town, and the "Northfleet" was victualled for 140 days.

By Mr. M'Diarmid: I have always been in the habit of taking my wife with me on every voyage for the past five years, and she would have gone with me had I not been prevented leaving London. I saw the poor man Brand brought ashore. He had on one of the ship's life-belts, which had evidently kept him floating up to his waist only in water. The body was picked up on Friday morning, having been in the water since Wednesday.

Captain Harris: Would not the set of the tide there be likely to carry the bodies out into the North Sea?

Captain Oates: The north-east wind set in on the following day, which would bring down the flush from the North Sea, and sweep them to the west.

Captain Harris: How many life-buoys were there?

Witness: Five, four of which were new.

Captain Harris: Is it not strange that some of these were not taken by some of the passengers?

Captain Oates: They probably were, and were sunk by the large number of people who held to them. They probably have also been carried to the west. I heard from some of the crew that the lashings of the boats and the open spars were all cut before the ship went down.

Captain Samuel Kingston, of the "City of London" steam-tug, said that on the evening of the 22nd of January, the night of the disaster, he was at anchor near the Dungeness light. The night was bright, but about half-past 10 o'clock it became very dark and dirty. He could see, however, the lights of vessels riding all round. The wind was west-north-west, and there was a strong ebb tide running to the westward. About half-past 10 o'clock he saw seven rockets go up in about a minute. When he saw so many go up he thought there was something wrong. There were some blue lights burning. He called up all hands to heave up the anchor directly. That took about five minutes. From the time he first saw the rockets to the time he got to the ship was about half-an-hour. Just as he got to the ship she went down. She was then about a cable's length off. As she went down he stopped his engines, and heard screams and cries all about to windward of him. Just as the paddles were stopped a man hung on to the guard-chain, and two 'the tug's men rescued him. By that time he was surrounded by people crying

for help, and he was afraid to move his paddles. It was so black he could see nothing. The pilot-cutter then came alongside with people. After the vessel went down the life-boat came alongside full of people. He threw two life-buoys over, and did all he could to save their lives. He could not say how many he saved out of the water, but he had on board thirty-four altogether. He saw the Northfleet's riding light quite plain before she went down.

By Mr. Maude.—I should say I was two miles away when I first saw the rocket. I knew of another ship below her. I should say not more than a quarter of a mile away. I did not see any motion on that vessel to show that she saw and was answering the signals. If there had been anybody on the look-out they must have seen the signals.

At the conclusion of the evidence of this witness the Court adjourned until the next morning.

On Thursday, the 6th of February, the Board of Trade inquiry into the circumstances attending the sinking of the "Northfleet" was resumed at the Greenwich Police-court, before Mr. Maude, the magistrate, and Captains Harris and Hight, Nautical Assessors.

The same professional gentlemen attended as on the previous day.

Mr. George Brack, licensed Trinity House Pilot, said he took charge of the "Northfleet" on the morning of the 14th of January, at Gravesend, being engaged to take her as far as the Isle of Wight. She left Gravesend at daybreak on the morning of the 17th, in tow of a tug. At half-past 11 o'clock the same night the tug was discharged, and the ship was put under sail. At that time Dungeness lighthouse bore north, the wind was west by south, freshening, and the vessel stood off the land. Instructions were given by the owners to tow as far as Dungeness, which was done. During the 18th the ship was beating to windward, and backing occasionally, the wind being fresh from west by north. At 10 P.M. the wind began to blow hard from the south-west, with heavy rain, which compelled the shortening of sail, until she was reduced to the three lower top-sails, it blowing a gale at the time. At midnight of the 18th the ship was wore with the head off the land. On Sunday, the 19th, the weather was more moderate and the wind less, but, having a low barometer, and the weather threatening, the ship bore up for the Downs. At 2 P.M., finding the Downs in a crowded state, she proceeded to the North Foreland, where she anchored at The ship lay there all Monday, the wind being W.S.W., the The barometer was exbarometer falling, with rain, snow, and lightning. ceedingly low—28.65. On Tuesday, the 21st, at daylight, the wind veering round to N.N.W., they began shortening-in cable, weighed anchor at 10 A.M., and proceeded S.W. At noon she passed through the Downs. At 2 P.M. the wind blew more west, and the ship was then beating between the South Foreland and Dungeness, tacking occasionally. At midnight Dungeness Light bore

distant five or six miles. On Wednesday, the 22nd, at 4 A.M., as the wind began to blow hard from south-west, with blinding rain, they hauled courses and upper topsails. At 9 A.M. the weather cleared, and the wind was west by south. The barometer was then 28.70. At 10 the ship bore up, and at noon anchored in the Dungeness Roads, the light bearing S. by W. 1 W., about two or two and a quarter miles from Dungeness Lighthouse. A cast of the lead was taken, and 14 fathoms were reported. At dusk a glimmer of the red light of Dungeness was seen. The ship anchored with 70 fathoms of cable, with the best bower anchor, on the port side of the ship. The mainroyalyard was sent on deck, and the ship made snug for the night. At dusk the anchor light was placed on the foremost shroud of the starboard rigging, about 8 or 10 feet above the leading blocks, in a most conspicuous part, where it could be seen all round. The light was an extra good light, having reflecting-glasses all round. At 8 P.M. the ship was pumped out, and the anchor watch, composed of a petty officer and two seamen, was set. The wind at 10 o'clock was W.N.W., fresh, with passing showers. The night was dark, but clear enough for an anchor light a mile and a half or two miles off to be seen At 10 o'clock the captain and his wife retired, and witness was sitting before the fire in the saloon. About 10.50 he heard an alarm on deck, and cries of "Pilot, pilot, come out!" The carpenter—the petty officer—who had the watch, called out this. Feeling something serious was the matter, he rushed to the deck, but before reaching it he heard the crash or collision, and that something had run into the vessel. The crash was of a grinding character, making the ship tremble. On getting on deck he immediately looked to see if the anchor light was burning, which it was brilliantly. Immediately afterwards he saw a steamer backing out from the "Northfleet," and which was lost sight of as she steamed away to the southward. The witness then recounted the efforts to save life, and said that the first boat which left, as far as he could see, contained only emigrants, having neither sailors, women, nor children in her. A moment before the ship foundered he sprang into the main rigging on the starboard side, and calling to others to follow him, jumped into the sea. He succeeded in reaching and clinging to a part of the wreck, and was saved by the "Princess" pilot boat, with twenty others. He was of opinion that the anchor watch on board the "Corona," now on her passage to Australia, and which was lying to windward of the." Northfleet," could not have been set, or that they were asleep, otherwise the signals made, and the screams of those on board the "Northfleet," must have been seen and heard. As near as he could guess the collision occurred at 10 minutes to 11, and the foundering twenty-five minutes after that hour, it being beyond his comprehension that such a vessel could have been so quickly sunk. On hearing from the carpenter that the steamer was either a French or Spanish vessel, the thought came into his mind that it was the "Murillo," which he knew. At the

time he expressed an opinion that the vessel which had occasioned the collision had escaped uninjured. His recommendation was that a new code of danger signals for all ships should be devised.

John Easter, the Boatswain on board the "Northfleet," was the next witness. He spoke to the seeing the night anchor signal light being set at 5.30 on the night of the collision, and confirmed the statement of the pilot as to its brilliancy of light. He also spoke to setting the anchor watch, and seeing them on deck at 8 o'clock. While in bed, before going on deck, he heard the carpenter and others sing out, "Steamer, ahoy!" and then the crash came. On rushing on deck he heard the steamer hailed to stay by them, as there were 400 lives on board. The steamer was at that time backing away from the ship, and was about six or seven fathoms off, all her three lights being visible. There was some noise on board the steamer, and several of the passengers of the "Northfleet" had then come on deck, and were screaming for assistance. The witness, in describing what afterwards occurred, said he went to fire the gun as a signal of distress, and in sponging it prior to putting in the cartridge the sponge-head came off, and was left in the gun. The worm was then put in to draw out the sponge, and the worm-head came off, rendering it as useless as if it had been spiked. An attempt, by order of the Captain, was made to clear the gun with gunpowder, but this had no effect. This witness escaped by one of the ship's boats, having in it six seamen, two women, two children, and nine men. Had there been order on board he had no doubt that more lives could have been saved, as he would have had time to make another trip with his boat. There was an "harangue," lasting about five or six minutes, before the boats were lowered from the davits, sufficient to make a trip. In answer to a question the witness said he was certain that the vent-hole of the gun about being fired was clear, and not choked up with white lead.

John Bezanson, an able seaman of the "Northfleet," in his evidence recapitulated many of the facts deposed to by the previous witness, adding that before resorting to the pumps the carpenter took the measurement of water in the ship, and from the appearance of the rod he judged it was a depth of 4 feet or 5 feet. This witness was one of the crew of the boat the passengers in which were received on board the "City of London" steam-tug, and he, with another of the ship's crew and the mate of the tug, returned with the boat, which was damaged and in a sinking state, and rescued four other persons who were upon some boards.

Mr. Parker, who appeared as solicitor to the charterers of the "North-fleet," said he had then been three days at the Court and was anxious to leave, but before doing so he wished that some expression from the Court should be given as to the manner in which their duties had been discharged.

Mr. Maude said that everything on the part of the charterers appeared to have been most satisfactory.

Mr. Nelson, who represented the Spanish Consul-General, said he had no evidence from Spain to offer to the Court respecting the steamer "Murillo," of which they had heard so much; and he thought it right to mention that if such evidence should be asked for there would necessarily be a delay of some days, in consequence of the insurrectionary state of that country. At present it was his intention to call three witnesses, of whom he knew nothing but what had been read of in the public newspapers, and whose names had been furnished to Mr. Hamel, who was conducting the inquiry.

Mr. Maude said it was probable that a request might be made by the Court for the production of witnesses from Spain who were on board the "Murillo" on her last voyage, and there would be no difficulty, after receiving all the evidence which was ready to be produced, in adjourning for any number of days.

The first witness called was John Beveridge, at present staying at the Sailor's Home, Ratcliff. He was a steerage passenger, and at half-past 10 on the night of the wreck he was on deck. He observed the lights of different vessels all round, and also the shore lights. The anchor signal-light of the "Northfleet," was burning brilliantly, and shortly afterwards he heard a man on board the ship call out "Ahoy! Ahoy!" and blow a whistle. A steamer which had no lights on board then came into collision with the ship. He was standing on the side of the ship which was struck, and about five yards only from the part damaged. The steamer was higher out of the water than the ship, and had a straight bow, no figurehead or bowsprit, and no gilding, at least so far as he saw. He called out to those on board the steamer not to leave the ship, as there were 400 souls on board. After the steamer had gone away he went and aroused the boatswain and the captain, and on the pumps being resorted to it was found that the water came in over the side of the vessel as quickly as it was pumped out. On going with the boatswain to assist in lowering a boat on the port side, they found two passengers already in the boat, and one man had to be turned out of it twice. The boat was at length lowered, and the boatswain called to the men to put their shoulders to it and get it over the davits, as it was their last chance. Some did this, but others held on with their hands, fearing it would leave without them. With some difficulty the boat was got over, when two or three entered it. Others wanted to follow, but the boatswain threatened to cut their hands off if they attempted to do so. Witness then went to the fore-part and found another boat hanging by the bows to the tackle. Several persons tried to get into this boat. He then went away to the four boats which were lying on the skids, and called to some of the men, but none of them came. Witness, not being able to loosen one of them, spoke to a woman who was near him, placed a life-belt around her, and made for the rigging. He had scarcely reached it when the ship went down. He then felt himself going

through the water, and on recovering consciousness found himself under some ropes. On rising, he got hold of some chain, and was on the rigging for about three hours and a half, when, with four others, he was taken off by the "Princess" pilot-cutter. Just before the ship went down he saw the captain on the deck between the davits on the port side, surrounded by the women and children. The lights and rockets from the ship were sent up before the steamer could have got too great a distance away for the people on board to see them if they had looked back.

Samuel Watkin, able seaman, said that at the time of the collision he was asleep. He was aroused by the carpenter, whom he accompanied with a light and an armful of oakum. On reaching the seat of the injury he found the side stove in, and berths where passengers had been sleeping driven nearly amidships. Hearing the water rushing into the ship he told the carpenter it was useless staying there. The carpenter took his maul and oakum to attempt to stop the leak. Witness was engaged in cutting away spars and royal yards on deck, and had only time to spring into the main rigging when she went down. He was also one of those rescued by the pilot-cutter.

James Pilcher, master of the Deal pilot-cutter "Princess," having described the state of the weather and the darkness on the night of the wreck, said that at half-past 10, when in the western cruising course of Dungeness, he had his attention attracted to rockets and blue lights sent up from a vessel about two miles distant. Thinking a pilot was wanted, he made towards it, and found the ship was sinking. When he got within hailing distance he hailed her, and told those on board to take to the rigging, and that assistance would be rendered to them as quickly as possible. cutter's boats were lowered, one being sent to the wreck, and the other employed in picking up those who were found in the water. His mate Stanley and three of the crew manned the former, and the steward and three of the crew the latter. The cutter was kept close to the wreck, so that the boats, the lights of which had been washed out, might come close to it. The boat which went to the wreck came back in about an hour with ten persons who had been taken from the mizen rigging. It made another trip, and brought five from the main rigging. A third trip being made, six persons were taken from the fore-rigging. The second boat rescued The cutter and boats were kept by until daylight, but four men from the sea. no other persons were seen, and those saved were landed at Dover. In coming out of the inner roads of Dungeness he did not notice any steamer. The pilot in the second boat reported to him that he had passed a boat bottom upwards, and nobody upon it. Witness had not heard anything of persons being taken off floating spars; the majority of the bodies of persons on board at the time of the wreck, looking at the tide and wind, must have been carried to the westward, and he was not at all surprised that no bodies had been picked up in the bay.

The body of Mr. Brand was picked up the morning following the wreck at a spot from which Dungeness was four miles distant. He suggested that a ship wanting a pilot should burn a blue light and white rocket, and a ship in distress a red rocket and signals. He admitted that he had a doubt whether, on a hazy night, at a distance of five miles, he could distinguish between a red and a white light. He thought a blue light might be used as a signal for a pilot, and rockets in cases of distress. The National Line of steamships between London and New York, as also those of the Bremen Line, used a red, blue, and white light, and a rocket when a pilot was wanted. It would be advisable to have a light which would burn 10 or 12 minutes, if they could be made. The blue lights used on board Dutch ships burned much longer than those used in English vessels. The riding anchor light of the "Northfleet" prior to and at the time she sank was a capital light.

The above witnesses, belonging to the ship, were cross-examined principally upon one point. They stated that they did not hear anybody on board when the collision had occurred say to those in the steamer, "No damage has been done, and you can sheer away as quickly as possible."

Mr. M'Diarmid elicited from Mr. Maude that his remarks on the previous day as to the very satisfactory manner in which the "Northfleet" was chartered, were meant also to apply to the way the ship had been fitted out by the owners.

The enquiry was then adjourned.

The official enquiry into the circumstances connected with the loss of the "Northfleet" was resumed on Saturday at the Greenwich Police-court, before Mr. Maude, the magistrate, and Captains Harris and Hight, Nautical Assessors.

Mr. Hargrave Hamel conducted the inquiry on behalf of the Board of Trade; Mr. L. M'Diarmid represented the owners; and Mr. Nelson watched the proceedings for the Spanish Consul-General.

John Stanley, mate of the "Princess" pilot cutter, said that at half-past 10 o'clock on the evening of the collision he was called up to lower the boats to take a pilot to a vessel. At about a quarter to 11 o'clock he came on deck and saw rockets and blue lights going up almost a mile off. Both boats were then ordered to be got ready immediately, as they thought it was a ship in distress. The cutter then made for the ship, and got so near that they hailed it. The cutter then backed, and, as they did so, the ship was just going down head-first. He got into one of the boats, and rowed towards the ship as she was sinking. The topsail yards were then just above the water, and he heard the cries of people on each side of the boat as it was rowed towards the ship. He put the lights over the side of the boat, but could see nobody. He still heard cries from the ship's rigging. He went round the ship once or twice to see where he could take the people off first. He then rowed to the mizen crosstrees, and took the people off. There was not a heavy sea on, but a nasty swell. He took the ten men to the cutter, and went back, when he

took five men off the main cross-trees. He had more difficulty then, as the sea was getting up. He saw a boat backing to the rigging, and told them to take the men off, but he got no answer. He said, "Is that our boat?" but he got no answer. He made a third trip, when he found that the boat had not taken them off. He then took the last six. He was first at the ship about 11 o'clock, and took the last six off at a quarter to 3. The boat he saw had three hands in her.

Captain Harris: Was it light enough for you to see what the boat did?

Witness: I rowed towards them, and saw there were three men in her. When I got back the boat was gone. I rowed round the ship to see the position the ship was in, and I then told all the men on the rigging that I would take them off if they would do as I told them.

By Mr. Maude: I saw a large ship lying about a quarter of a mile from the wreck. I knew it was the "Corona." I should think that there were from 200 to 300 ships brought up in the roads, the nearest being within a quarter of a mile of the "Northfleet." There were plenty of ships anchored within half-a-mile. I should think in the direction in which I was the cries might have been heard about a hundred yards off.

Mr. Maude: Do you think the people on board the "Corona" could have heard the noise on board the ship?

Witness: I should think they could not. I cannot give any reason why I think not, except that a quarter of a mile is a good distance.

By Captain Harris: They might have heard the bell. I heard a bell, but I could not tell whether it was that of the tug or of the "Northfleet."

By Mr. Hamel: After we had taken the people off the rigging we remained near the ship until daylight.

By Captain Harris: We did not make more than three trips in the boat. We remained in the cutter. When I was cruising in the boat I saw no floating spars.

By Mr. Maude: I picked up the gentleman in the life-belt two days afterwards. I should say he was four miles from Dungeness. At daylight we could see the wreck, but we saw no *débris*. After we had picked Mr. Brand up we found a box of clothes, which we landed at Deal.

George Pout, master of the lugger "Mary," of Kingsdown, said that on the night of the 22nd of January he was anchored in Dungeness Roads. At ten minutes to 11 o'clock, by his time, he saw three rockets thrown up from the "Northfleet," which was from a mile to a mile and a half off. He thought it was a signal for a pilot. Then rockets and blue lights went up faster, and they thought it was a ship in distress, so got their anchor up as quickly as possible, and made for the ship. He saw a bright ship's light at the spot where the rockets were going up, from which he concluded that it was a ship at anchor. They arrived close to the ship's stern. He hailed her, but could get no answer, as there was a continuous screaming

on board. There was a man standing in our bow, and he called, "Hard, hard up there! there is a boat under our bows." They had only just time to save running over it. That was the boat that had thirty hands in her, and they were screaming as loudly as the people on the ship. A rope was thrown to them, but the men did not take it. He afterwards picked up the boat, which had only one our and a piece, and she had no plug in her. He was told that afterwards.

By Mr. Maude: From what the men told us the boat had a deal of water in her directly she was lowered. We had only got three men out of the boat when the ship went down. We got the thirty men from the boat. There was one seaman amongst them. He told us that he was not a regular sailor, but was working his passage out. As soon as we had got the people in we made for the ship, and got there again in about half-an-hour. We could see nothing, nor hear any cries. Some supposed that the other boats had picked up the remainder. We therefore made as much haste as possible to get the people ashore.

By Captain Harris: When we picked up the boat I should think we must have been a hundred yards away. I heard no cries after the ship went down We saw none of the people floating past us. We took the thirty men to the Sailor's Home at Dover. We left the scene of the wreck at about half-past 2.

By Captain Hight: Before we met with the boat we heard the cries, and could see the people on the ship's poop as the blue lights and rockets were sent up.

William Ticehurst, commissioned boatman of the coastguard stationed at Dungeness No. 2 Battery, examined by Mr. Hamel: I was on duty on the night of the 22nd of January, from 5.15 to midnight. At about 10.15 I saw two rockets go up. I thought it was a signal for a pilot. I proceeded to the station as quickly as possible and conferred with another man, and then we thought it was a signal for a pilot. I was a mile and a quarter from the station when I first saw the rockets. I then saw more rockets and blue lights, and thought it was something out of the common. As I went to the station the rockets went up faster and faster. I went to the station and called out the officer, Mr. Sumner. That occupied altogether nearly half-an-hour from the time I first saw the rockets. I told the officer that something was wrong, but by the time we came up there was nothing more to be seen. Mr. Sumner was out in about five minutes, and told me to tell the next man if he saw anything more to call him again. We often see rockets fired for pilots. I have seen as many as 30 rockets fired by steamers, but not in such quick succession as these. Had we have known what was the matter, we could have rendered no assistance, as we should have been unable to launch our boat, the sea being too heavy upon the beach.

By Captain Harris: Our boat is a four-oared galley, 19 feet 8 inches long, with a considerable beam in proportion to its length. There were two men on duty that night.

James Sumner, chief boatman in charge of No. 2 Battery of the coastguard at

Dungeness, deposed: On the evening of the 22nd of January the last witness reported to me at about 11 o'clock that he had seen blue lights and rockets going off from amongst the shipping at anchor in the Roads. I immediately went out on the beach, and all was then quiet. That was not more than five minutes after I was called. I saw one moving light, which I took to be a mast-head light of a pilot-cutter which was cruising. I could see the riding lights of vessels at anchor. I told the last witness to tell the man who relieved him to call me again if anything happened. We could not have got our boat out, as there was too much sea on the beach that night. The tide was about four hours' ebb, and we should have had to launch her about 500 or 600 yards over the sand, besides about 100 yards of shingle. At daylight, when I saw the ship sunk, I gave orders to launch the boat. That was the first intimation I had of the accident. The weather was more moderate then, and we only had to launch about 100 yards over the shingle. I sent a man to report the fact to my divisional officer, Mr. Young, and that I was about to launch the boat. I then observed a ship's boat pulling towards the shore, about half a mile distant. I immediately proceeded to the spot where she landed, and was then told by the pilot of the "Corona" that the sunken ship was the "Northfleet." We then went about half a mile further, to No. 1 Battery. By this time our own boat was launched. When I got to No. 1 Battery I went off to the sunken ship. There was a Deal boat there, called the "Pilgrim," of Kingsdown, unbending her topgallant sails. I asked them the particulars about the ship, and they told me that they were inside the shipping and saw the lights, but did not know what they meant. I told them to deliver the topgallant sails up, and then proceeded to the "Corona," which was distant about 400 or 500 yards. I asked the captain of the "Corona" if he could give me any information as to the sunken ship, and he told me that he was very much annoyed that his watch did not call him, as the pilot and he might have saved lives. He told me that there were two able seamen and a petty officer on watch; that they heard the cries and saw the lights, but they had raised no alarm. I think that the "Corona" was near enough to have heard the cries. I think they must have seen the lights and heard the cries.

In answer to Captain Harris,

The witness said that the nearest life-boat station to No. 2 Battery was at Greatstone, about four miles distant. If the life-boat was required, from any casualty, in the East Bay, his instructions were to send up four rockets, and burn three blue lights immediately after. That was understood by the life-boat men to mean launch immediately.

Captain Harris: Can you tell us how it was that the life-boat did not go out on this occasion?

Witness: No, I cannot. There is always a man on duty from the coast-guard station along the coast. The life-boat is manned by coast-guardsmen.

Mr. Hamel said that he had no other witnesses to call at present, and would therefore ask for an adjournment. The Board of Trade was now in communication with the Foreign Office, and he hoped that some arrangements might be made by which he would be able to produce some witnesses who were on board the "Murillo." They hoped by that time to get the three English subjects who were on board that vessel.

The enquiry was then adjourned until Tuesday, 4th March, at eleven o'clock.

MANSION HOUSE RELIEF FUND.

On Friday, 24th January, a Committee composed of the following gentlemen met at the Mansion House to devise measures for the distribution (so as best to suit the wants of the sufferers) of moneys at once, liberally promised by a generous British public:—

THE RIGHT HON. THE LORD MAYOR, Chairman.

ALDERMAN AND SHERIFF WHITE.

SHERIFF PERKINS.

RIGHT HON. THE EARL OF SHAFTESBURY.

SAMUEL MORLEY, Esq., M.P.

R. N. FOWLER, Esq., M.F.

HENRY EDWARDS, Esq., M.P.

GEORGE MOFFATT, Esq.

E. Hornan, Esq.

ALFRED ROTHSCHILD, Esq.

BARON A. GRANT.

JOHN PATTON, JUNE., Esq.

J. J. VICKERS, Esq.

T. L. DEVITT, Esq.

GEORGE SHEWARD, Esq.

John Chapman, Esq.

WM. DENT, Esq.

CAPTAIN J. G. JOHNSTON.

Albert Ricardo, Esq.

EDWIN CLARK, Esq., C.E.

GEO. MOORE, Esq.

THOS. BARING, Esq., M.P.

A. J. WATERLOW, Esq.

H. Green, June., Esq.

PHILIP CAZENOVE, Esq.

R. P. WALKER, Esq.

THE REV. CANON HARVEY.

THE REV. W. ROGERS.

R. C. L. BEVAN, Esq.

J. Gurney Hoare, Esq.

WM. LEAF, Esq.

REV. A. S. HERRING.

REV. W. YATES.

C. W. PRICE, Esq.

J. B. DAVISON, Hon. Sec.

The Committee met from time to time to consider and relieve pressing wants:

—the distribution of moneys to furnish mourning to the relatives of the deceased, and suitable clothing to the survivors.

It is matter for much regret that the conduct of some, both of the passengers and crew, showed how little worthy they were of the warm sympathy and cordial assistance held out to them.

On Thursday, January 23rd, the Lord Mayor, on taking his seat in the Justice-room of the Mansion-house, referred to the deplorable calamity off Dungeness, and said he had felt it his duty to lose no time in appealing to gentlemen

among his acquaintance in the City, including, among others, Mr. Samuel Morley, M.P., Mr. George Moore, the Sheriff of London, and several members of banking firms, to form a Committee with him to aid in relieving the consequent distress. The suggestion was promptly responded to, and money had already begun to flow in. The Committee, he added, were desirous of sending as much money down as possible by that evening for the relief of the destitution among the survivors from the wreck, and especially in providing them with clothes. He also stated that the Committee hoped to be able to establish a fund for the relief of the orphans by the dreadful calamity. This announcement was much cheered by the people who happened to be in Court at the time. By noon about £500 had been raised by way of a beginning.

With that warm-hearted sympathy and benevolence which have done so much to endear Her Majesty to her subjects, and which are ever so promptly manifested when occasions for kindness and condolence arise, the Queen lost no time in doing what lay in her power to console those who suffered from the fearful calamity that befel the emigrant ship "Northfleet." Through the President of the Board of Trade Her Majesty caused the following telegram to be forwarded on Saturday to Mr. John Patton, jun., one of the owners of the ill-fated vessel:—

"I have Her Majesty's commands to convey her heartfelt sympathy to the survivors of the 'Northfleet' calamity. Her Majesty desires to know how Mrs. Knowles is."

In reply to this Mr. Patton telegraphed to Mr. Chichester Fortescue as follows:—
"The Queen's most gracious message has been communicated to Mrs. Knowles and the survivors. Mrs. Knowles is as well as can be expected, but in great mental distress. She and they feel deeply grateful for Her Majesty's sympathy. The survivors have been supplied with money and clothing, and are well cared for. Many of them are at the Sailor's Home. Others have returned to their friends, the railway fares having been supplied to them."

Her Majesty also caused the following letter to be addressed to Sir Sydney Waterlow, the Lord Mayor:—

"Osborne, Jan. 25.

"My Lord—I am commanded to acquaint your Lordship that the Queen, having been informed that a subscription is being raised in the City at your suggestion for the relief of the survivors from the wreck of the 'Northfleet,' and of the wives and families of the men who perished, desires me to enclose you a cheque for £200 as a donation from Her Majesty; and I am, at the same time, to express Her Majesty's deep sympathy with the sufferers by this dreadful calamity.—I have the honour to be, my Lord, your most obedient servant,

"T. M. BIDDULPH.

[&]quot;To the Right Hon. the Lord Mayor."

The Queen has further shown her deep concern in this lamentable disaster by desiring Mr. Chichester Fortescue to keep her informed of all that relates to the steamer which caused the collision. In reference to these Royal proofs of consideration, we have received the following memorandum from the Board of Trade, which also furnishes the opinion of the department with regard to the circumstances of the collision:

"Her Majesty, with that anxious solicitude she always displays for sufferers in any calamity, has commanded the Right Hon. the President of the Board of Trade to convey her heartfelt sympathy to the survivors of the Dungeness calamity, and has made special inquiry as to the widow of the brave Captain Knowles. Her Majesty has further desired to be kept informed by the President of any facts that may transpire tending to the discovery of the missing steamer." Her Majesty's message of sympathy to the survivors of the calamity and her kind enquiry after Mrs. Knowles gave the most profound pleasure to all classes. When the telegram referring to it was read to the jury at the inquest, it was only the painful nature of the event which brought them together that prevented them giving a cheer. In Dover, the rough boatmen speak of it, and say heartily, "God bless the Queen."

To the satisfaction of everyone, the Lord Mayor received an official communication from Mr. W. B. Gurdon, the private secretary to Mr. Gladstone, informing him "that the Queen had been graciously pleased, on the recommendation of the Prime Minister, to approve of Mrs. Knowles being granted a pension of £50 per annum on the Civil List, in recognition of the heroic conduct of her husband on the occasion of the loss of the 'Northfleet.'" A letter, exactly similar in terms, was sent to Mrs. Knowles, who was requested to name two trustees to whom the pension might be made payable.

On the 27th of January a meeting of the Committee formed for the relief of the sufferers by the calamity was held at the Mansion House. The Lord Mayor presided, and there were present Mr. Alfred de Rothschild, Mr. Alderman and Sheriff White, Mr. Sheriff Perkins, Mr. George Moore, Mr. Samuel Morley, M.P., Mr. Henry Edwards, M.P., Baron Albert Grant, Mr. J. J. Vickers, of the firm of Messrs. John Patton, jun., and Co., the owners of the vessel, the Rev. William Rogers, rector of Bishopsgate, Mr. George Sheward, Captain Oates, Mr. C. W. Price, the Rev. A. Styleman Herring, and Mr. J. B. Davison, the hon. secretary.

The Lord Mayor, on taking the chair, read the gracious communication he had the honour to receive from Her Majesty the Queen on Sunday. His lordship added that he had lost no time in forwarding a reply to Sir Thomas Biddulph. It was as follows:—

"Mansion House, Jan. 27.

"Dear Sir Thomas -I have to acknowledge the receipt of your letter of

yesterday's date, expressing Her Majesty's deep sympathy with the sufferers by this dreadful calamity, and enclosing a cheque for £200, as Her Majesty's contribution towards the fund now being raised towards the relief of the widows, orphans, and others rendered destitute by this sad misfortune.

"The kind sympathy expressed by Her Majesty will be a great consolation to the sufferers, while Her royal bounty will afford them material support.—I have the honour to be, dear Sir Thomas, yours faithfully,

"SYDNEY H. WATERLOW.

"Sir Thomas M. Biddulph."

At the suggestion of the Lord Mayor, the Earl of Shaftesbury, Mr. Bevan, banker, Mr. Gurney Hoare, and the Rev. Canon Harvey, were added to the Committee.

Mr. Davison, the Secretary, in reply to the Lord Mayor, said that requests for assistance were continually coming in, so far as the passengers were concerned. He had as yet no complete information as to the crew. As to the identification of the bodies in the wreck, and their interment when found, he apprehended identification in such cases would be very difficult. There had been applications from friends to go down to the spot to identify relatives.

Mr. Morley, M.P., said these would be matters of detail which would not fall legitimately on the fund. The special object of the Committee, he submitted, without deciding on individual cases, was to help those who for the time wanted help; and then, after they knew the extent of the calamity, to decide what was to be done with the money. They desired to preserve every one who had been saved, from the pressing wants of the moment. He was anxious, at the same time, to guard against anything of the nature of imposition.

The Lord Mayor said in cases where bodies were washed up, if their friends could not provide decent interment, the Committee would step in. They had already learnt from the charterers of the vessel that, so far as the passengers were concerned, there were no cases of immediate distress, inasmuch as, before sailing, they had signed papers—those of them, at least, who were going to Tasmania to construct the railway—that they would not ask the contractors for the line for assistance for their wives or families until after the lapse of a certain time.

The Secretary said, out of forty-one or forty-two married couples, and their children, representing 143 lives in all, he believed only three men, one woman, and two children had been saved.

Mr. Sheriff Perkins thought it important that the Committee should deal at once with the question of the recovery of the bodies.

The Lord Mayor, replying to a question by the Rev. Wm. Rogers, said under ordinary circumstances poor persons who perished at sea, and were washed on shore, were interred at the expense of the parish, but that would be out of the question in this case.

Mr. Alfred Rothschild suggested that the Lord Mayor should have a discretionary power to assist in sending poor people down to the spot who wished to identify relatives.

The Lord Mayor said up to that morning the fund now being collected at the Mansion House amounted to nearly £3,000, and it was thought about eighty-five people were to be provided for. He thought he might say there were six widows of passengers, and about ten widows of the crew and their families. Most of the crew were foreigners, and it was difficult as yet to obtain accurate information as to their dependent relations. From that estimate Mrs. Knowles, the widow of the captain, was excluded, as standing in a different position, and something substantial should be done for her. She was nineteen years of age and an orphan, and had lost all that she had.

The Rev. Mr. Herring suggested that a weekly allowance for the present should be made to the men now staying at the Sailors' Home, or who had not gone to their own homes.

It was resolved accordingly that for three weeks an allowance of 10s. a week should be made to ten of the crew and seventy-five of the passengers, to be paid to them through the Superintendent of the Sailors' Home.

The Lord Mayor observed, by the way, that the saved passengers had all expressed a wish to resume the voyage, and to carry out their contract; but he thought they ought to be provided with fresh kits.

Some further conversation ensued on this point; in which an opinion was expressed that there must be many relatives who had been dependent on passengers that had perished in the wreck, and who must, therefore, have lost their breadwinners. On the other hand, the Lord Mayor cited a statement made to him by Canon Harvey, that most of the men who went from his parish were single.

Both Mr. Morley, M.P., and Mr. George Moore stated that they had been deputed by benevolent ladies to take charge of the poor orphan child, Maria Taplin, whose sad case has excited universal sympathy. To the honour of humanity there was quite a competition to assume the care and maintenance of the unfortunate child. The Rev. Mr. Rogers jocosely suggested that the question might be solved by the applicants balloting for her.

The Lord Mayor, replying to a question by Mr. Morley, M.P., as to whether anything was being done to ascertain the real extent of the claims on the fund now being raised, said the Tasmanian Railway authorities in London had the names and addresses of every passenger who sailed in the "Northfleet," and they were constantly receiving communications from relatives of those who were lost. Messrs. Patton and Co. were similarly engaged in obtaining information as to the crew.

Mr. H. Edwards, M.P., said it was satisfactory to find that everything was being done that could possibly be done in the emergency.

The Lord Mayor said of thirty-two of the crew, ten were saved: and the twenty-two who perished left ten widows, so far as could be at present ascertained, and they might have left other dependent relatives. All the information, however, that Messrs. Patton could obtain on the subject was to be collected and condensed against the next meeting of the committee.

During the sitting an incidental conversation arose as to the probable or possible duration of the public subscription then being raised, and while there appeared to be a general feeling in the committee that it ought not to go beyond the emergency, it was thought, on the whole, that the time had not arrived for coming to a definite decision on the point—an opinion in which the Lord Mayor appeared decidedly to concur.

Mr. Alfred Rothschild expressed himself as strongly desirous, under the peculiar circumstances, that the public should have every opportunity of contributing to the fund to the full extent of the emergency, believing that they would rather prefer to see some surplus than any shortcoming in the subscription on the occasion.

During the sitting of the committee a letter was received from Dover, stating that the man John Dixon, lying in the Seamen's Hospital there, was still in a precarious condition, though, if the inflammation was averted for a couple of days longer, he would most likely recover. His breast bone and three ribs were broken, and the lungs were penetrated. For some time past he had been maintaining himself and his wife and children by labouring about the docks in London, and before they joined the "Northfleet," about £20 was advanced to them to get their goods out of pawn. In his endeavours to save his wife and children he got crushed by one of the boats and thrown into the sea, but he was afterwards rescued. His wife and children were lost. When he was discharged from the hospital he would be utterly penniless, as everything belonging to him had gone down with the ship. The other injured man, Biddies, was going on very well, and the ball in his leg had been extracted.

The committee then adjourned.

On Tuesday, a meeting of the committee was held at the Mansion House under the presidency of the Lord Mayor. There were present, among others, Mr. Alfred de Rothschild, Mr. George Moore, Mr. Henry Edwards, M.P., Baron Albert Grant, Mr. William Dent, the Rev. Canon Harvey, Mr. J. J. Vickers, (of the firm of Messrs. Patton and Co., the owners of the Northfleet), Mr. Edwin Clark (one of the contractors), Captain J. Gilbert Johnston, Mr. Henry Green, jun., Mr. A. J. Waterlow, Mr. J. Standish Haly, Mr. Robert S. Walker, and Mr. J. B. Davison, the hon. secretary.

The Lord Mayor stated that he had received a letter from the Rev. Mr. Herring, a member of the committee, who was absent that day, to the effect that

he and Captain Oates had been to the Board of Trade and ascertained that there was no Government reward for the finding of dead bodies at sea. The reward of 10s. which the committee offered would, therefore, greatly aid their sympathetic efforts on behalf of the relatives, though he thought there ought to be no encouragement given to go down to identify the corpses. The Board of Trade intended to present Mrs. Knowles, the Captain's widow, with a handsome testimonial (not pecuniary) in recognition of the heroic services of her husband, and they would take care also to reward all those noble men who so gallantly rescued the survivors. The Queen was intensely interested in the sad affair. carpenter, a noble and high-principled man, was, he heard, only married a few days before the ship started. The more they went into the particulars of the disaster, the more human misery they discovered, and, therefore, the more they ought to ask the public to aid them in some degree to alleviate the sufferings of the distressed people.

Mr. Vickers read a letter addressed by Mrs. Knowles, the wife of the Captain, under date of Monday last, to Mr. Patton, one of the owners of the vessel, in which she said:—"Many thanks for your kind letter, received to-day. As I am feeling slightly better I preferred answering it myself. I have in some way hurt my side, and am feeling very weak in consequence. Unless you urgently wish to see me at once, I should prefer leaving our interview until the end of this or the beginning of next week. My uncle would see you on any business transactions, and would call upon you any time you wished. I sincerely trust the body of my dear husband will soon be found. It is a great comfort to me to know how highly he was esteemed by all who knew him. Again thanking you for your kind offers,—I remain sincerely yours, Frederica Knowles."

The Lord Mayor was authorised by the committee to communicate with Mrs. Knowles.

The Lord Mayor reported that up to that time £3,400 had been received on behalf of the fund, and that subscriptions were being paid in at the London and County Bank, Messrs. Coutts's, and other banks in the metropolis. Replying to Mr. Alfred de Rothschild, he observed that he was not able at present to form an idea as to the amount of money necessary to be collected.

Mr. Vickers said he was in a position to give some information about the crew and their relatives. The crew consisted of 34 persons, of whom 13 were British subjects, three Germans, one a native of China, nine Swedes, four Norwegians, one American, and two coloured men from Jamaica. Of these 10 had been saved, of whom only two were British subjects. The widow of the chief mate, Mr. Gloack, who lived at Broughty Ferry, near Dundee, had written to the firm, in answer to their enquiries, stating that she had five children, the eldest 15 years of age, and the youngest three, and that they were totally unprovided for. She was heartily

thankful for the cheering news that London was acting so nobly in the matter, and she felt deeply touched with the expression of the Queen's sympathy, and also that of the Lord Mayor. Mr. Vickers explained that Mrs. Gloack would have received during the voyage £4 a month, that being half her husband's pay, and that the firm would at once send her the amount due on the first month's allotment note. The second mate, G. M. Blyth, had left a widow, but no family, and the firm had advanced her £5, as she was in poor circumstances. The ship's carpenter, Alexander Stephen, was married just before Christmas, and his wife lived at Fraserburgh. The doctor, Mr. Kunde, was, as the firm understood, a single man, but they had written to his relatives in Pomerania to make enquiries. The steward was a Chinaman, and he had left a mother living at Canton; and the relatives of the two cooks resided at St. John's and Bermuda respectively. There were two midshipmen drowned in the ship, one of them being a brother-in-law of an owner. As to the rest of the crew, letters of enquiry had been addressed to the relatives.

The committee voted, for the relief of their immediate wants, £15 to Mrs. Gloack, the widow of the first mate, and her family, and £5 each to the widows of the second mate and carpenter. It was understood that in any case where the widow of a member of the crew had received an allotment note, the owners were prepared, under the circumstances, to cash it.

The committee had next under consideration the very deplorable case of Amos Raynor, a poor man at Battersea, whose two sons, one with a wife and two children and the other single, perished in the wreck. His wife in her old age, had since died of grief, and her body was now awaiting burial. The committee voted £5 towards the burial of the deceased woman, through the clergyman of the parish.

The Lord Mayor said the next case was that of a daughter who had lost her father and mother and all the members of her family. She was a domestic servant, who had elected to remain in England. Her name was Abley. She was 20 years of age, and asked for some assistance towards providing mourning. The committee voted the applicant £3.

The next case was that of a widow named Jervis, whose husband had been drowned. She had depended, with her two children, on his sending her money after he arrived at his destination. One of the children was two and a half, and the other one year old. The committee voted her £5.

As the committee was about to separate for the day, Mr. George Moore took occasion to say he had reason to believe that many people were holding back from subscribing to the fund under an impression that there might eventually be a surplus; but, for his part, he thought the committee ought to raise £5,000 or £6,000. (Hear, hear.) He was convinced that in Lombard-street and other wealthy parts of the city there were many who would feel pleasure in subscribing if they had any reliable data to go upon in reference to the probable extent of the

calamity as it affected poor and dependent persons whose near relatives had perished in the calamity.

This statement appeared to be endorsed by the whole committee, and the Lord Mayor expressed an opinion that only about half the money that was wanted had been subscribed.

On the motion of Mr. William Dent, a sub-committee was appointed, consisting of Mr. Alfred de Rothschild, Mr. Henry Edwards, M.P., Mr. George Moore, Mr. J. J. Vickers, Baron Albert Grant, Mr. R. S. Walker, Mr. William Dent, Mr. Henry Green, jun., and Captain J. G. Johnston, with full power to deal with all cases of distress coming under their supervision.

The meeting then separated for the day.

On Wednesday, January 29th, a meeting of the Mansion House Committee was held under the presidency of the Lord Mayor. There were present Mr. Alfred de Rothschild, Mr. Samuel Morley, M.P., Mr. George Moore, Mr. Henry Edwards, M.P., Mr. William Dent, the Rev. William Rogers, Rector of Bishopsgate; the Rev. A. Styleman Herring, Incumbent of St. Paul's, Clerkenwell; Mr. J. Standish Haly, Captain J. Gilbert Johnston, Mr. George Sheward, Mr. J. J. Vickers, of the firm of Mesers. Patton and Co., owners of the "Northfleet," Mr. T. L. Devitt, Mr. C. W. Price, Mr. N. G. Burch, Mr. R. S. Walker, and Mr. J. B. Davison, the hon. secretary.

On the motion of the Lord Mayor, Mr. R. N. Fowler, M.P., and the Rev. Mr. Yate, of the Sailors' Home, Dover, were added to the committee, and Mr. Styleman Herring and Mr. Yate to the sub-committee.

The Lord Mayor read a letter which he had received that day from Mrs. Knowles, the captain's widow. It was as follows:—

"My Lord—In acknowledging the receipt of your gracious letter, I tender you and the gentlemen of the committee my most sincere thanks for the kind messages of condolence and the great interest you are taking in the welfare of myself and fellow-sufferers through this great calamity. It is particularly gratifying, even in the midst of my great trouble, to hear of the universal admiration of my husband's noble conduct, and to know how entirely worthy he was of all the praise bestowed upon him. In laying before you my means of support, I have no wish to plead poverty or to deprive others who are in greater need than I of assistance. I have a share in some property which amounts, on an average, to about 15s. per week. I have also about £100 in the Bank of England which belonged to my late husband.—Again thanking you, I beg to remain, obediently yours,

"Frederica Knowles."

A formal intimation was made to the committee that the body of a child, supposed to be that of a passenger on board the "Northfleet," had been picked up in the vicinity of the wreck and landed at Lydd, and that instructions had been

sent down to the spot to have the features photographed, with a view to the identification of the body.

Mr. Vickers said he had received a letter stating that Captain Oates, a member of the Mansion House Committee, had arrived at Lydd, and had gone to the place where the body of the child had been taken, with the view to assist in its identification.

The Lord Mayor (addressing Mr. Vickers) said he supposed it might be assumed by the committee that such of the bodies as might be found and were recognisable would be photographed.

Mr. Vickers replied in the affirmative.

Mr. H. Edwards, M.P., said it was evident that everything was being done at present that ought to be done on the spot, but it should be clearly understood that the features of such of the bodies as might be recovered from the wreck or washed ashore were to be photographed, with a view to identification by relatives or others:

On the suggestion of the Lord Mayor, the committee passed an unanimous resolution entirely approving the arrangements which were being made by Captain Oates for photographing the bodies, and undertaking to bear the expense of the process.

The Lord Mayor reminded the committee that on Tuesday, the Mansion House Relief Fund amounted to £3,400, of which £3,156 remained in hand. The whole amount of the subscriptions, he said, up to yesterday, was £3,902—namely, £3,652 actually received, and £250 promised. He also observed with satisfaction that a subscription had been set on foot at Liverpool in aid of the fund, under the auspices of the Mayor.

Mr. Vickers, in reply to a question, said the divers to be employed in recovering the bodies would receive £5 for each body they might recover, but he did not know from what source. A certain sum, he understood, would be awarded by the Board of Trade—he believed £2 for each body. The divers were waiting a favourable moment to commence operations. They were recommended by Lloyd's Salvage Association. The wreck was left entirely under the charge of the owners, who were acting under the direction of the Salvage Association.

The Rev. Mr. Herring took occasion to remind the committee that the survivors staying at the Sailors' Home, in Well Street, were now receiving 24s. a week each—namely, 10s. a week from the committee, and 2s. a day each from other sources.

Mr. Davison, the secretary, stated that another ship would be ready within a month to take the passengers to Tasmania.

The Lord Mayor announced that he had just received a telegram stating that the boatmen were very anxious to know what they were to be paid for finding bodies. In answer the Lord Mayor ordered a telegram to be sent on the subject to Captain Oates, who was prepared to remunerate all boatmen finding corpses.

January, 30th, a meeting of the executive committee of the fund for the relief of the widows and orphans of the emigrant passengers and the crew of the "North-fleet" was held at the Mansion House. Mr. George Moore presided, in the unavoidable absence of the Lord Mayor; and there were also present Mr. Alfred de Rothschild, Baron Albert Grant, Mr. Henry Edwards, M.P., the Rev. Canon Harvey, the Rev. A. Styleman Herring, Mr. John Patton, jun., Mr. J. J. Vickers, Mr. R. S. Walker, Mr. Edwin Clark, Mr. T. L. Devitt, Mr. J. Standish Haly, Mr. N. G. Burch, and Mr. J. B. Davison, the hon. secretary

It was reported that the telegram which had been received at Lloyd's that morning, announcing the arrival at Lisbon, in an undamaged state, of the steamer "Murillo," which is suspected to have been the vessel that caused the disaster, was erroneous. On this point a letter was read from Messrs. Edwin Clark, Punchard, and Co., of 5, Westminster Chambers, the contractors for the Tasmanian Railway, stating that they had just received a telegram from Messrs. Pinto, Baste, and Co., their agents at Lisbon, as follows:—

"Lisbon, Jan. 29, (7.35 p.m.)

"Agent of 'Murillo' telegraphed orders to Cascas (the captain) for her to proceed without coming in, but captain missed the order. She stopped at Belem, which is unusual, and left suddenly, without landing her Lisbon cargo. Was fresh painted, the starboard bow being in black and red to the water line. Had slight indentations near the anchor davit port bow. Supposed gone to Cadiz, or Malaga, or Vigo. Have telegraph to Macpherson (Cadiz), Crook Brothers (Malaga), and Darcena (Vigo), to try and ascertain information.

"PINTO, BASTE, AND Co."

Messrs. Clark added that this tended to confirm their original belief that the "Murillo" was the ship that ran down the "Northfleet" and that they were determined to do their utmost to get further particulars in the matter.

Mr. Davison announced that the subscriptions up to that afternoon amounted to £4,150, including a donation of £105 from His Royal Highness the Prince of Wales. Mr. Alfred de Rothschild stated that the directors of the Bank of England had that day voted £100 towards the fund Donations of £52. 10s. from Messrs. Barclay, Perkins, and Co., and £5 from Mr. Disraeli, were also said to have been received. A telegram was read from Mr. Harding, of the Birmingham Chamber of Commerce, asking to be authorized to collect subscriptions in aid of the fund, and stating that a considerable sum would, doubtless, be received in that town. It was resolved to answer the communication by remarking that the committee would be happy to receive from Birmingham or elsewhere subscriptions towards the fund.

Mr. Edwards urged that the committee ought as soon as possible to announce to the public what sum they deemed sufficient for the adequate relief of the sufferers.

Mr. Davison said the claims on the fund were multiplying daily and hourly. Mr. Alfred de Rothschild said, seeing that fresh applications from the relatives of the unfortunate people were still pouring in, it would be premature at present to decide upon the limits of the fund. It would be quite time enough to do that when all the claims were before the committee, for until then they could not possible say how much money they were likely to require.

The Rev. A. Styleman Herring said he had received a telegram from Captain Oates, stating that the parish cemetery at Lydd was full, and that objections had been made against any bodies taken from the ship, and not actually washed ashore, being buried within the parish. Romney, the adjoining parish, would take its own share in the matter, but it objected to be responsible for the surplus from Lydd. At Romney there was a disused burial ground, which might be made available for the interment of the whole of the bodies recovered. He (Mr. Herring) suggested that the committee should buy a plot of ground for that purpose, and ask Bishop Parry, of Dover, at once to consecrate it.

Later in the day a further telegram was received from Captain Oates to the effect that he had made amicable arrangements with the authorities for the interment of all the bodies cast ashore.

The Rev. Canon Harvey said he had that morning visited the orphan girl Maria Taplin, and she and her relatives had expressed themselves very pleased at the decision of the committee to place her in charge of Mr. William Forster at Dover.

Mr. George Moore wished, through the press, to draw the attention of the public to the case of a little boy named Sherrin, five years of age, whose parents and an infant sister had gone down in the ship, remarking that he hoped some one might be induced to adopt him. There was also a distressing case of two children—a boy of eight and a girl of six—whose parents were lost, but who, as they happened to be illegitimate, would not be taken into any orphanage or similar institution.

The Committee then adjourned.

On Saturday, February 1, the Executive Committee held another meeting at the Mansion House, the Lord Mayor presiding. There were present Mr. Sheriff Perkins, Mr. George Moore, the Rev. Canon Harvey, Captain J. Gilbert Johnston, Mr. R. S. Walker, the Rev. A. S. Herring, Mr. John J. Vickers, and Mr. J. B. Davison, hon. secretary.

The Lord Mayor intimated that he had received a telegram stating that the body of a woman, and also that of a man, supposed to be those of passengers by the ill-fated ship, had been washed on shore, and waited identification. He went on to say that he had received a letter from a gentleman at Hammersmith, who, with his wife, was willing, with the consent of the committee, to adopt the orphan child

Norkett, six years of age. The writer had given unexceptionable references as to his respectability, and the Lord Mayor thought the committee could not have a better offer. He took occasion to say, at the same time, that, strictly speaking, the committee had no right, and indeed disclaimed any such right, to hand over to strangers the care of orphan children saved rom the wreck, without the consent of any relatives they might have, or of the children themselves, supposing they were of an age to give consent. He trusted, however, the religious question might never arise in such cases.

The offer in the result was accepted with the grateful thanks of the committee, subject to the consent of any relatives, and a grant of £10 was made for an outfit for the child.

An order was made by the committee authorising the photographing of the two bodies which had been washed on shore, with a view to their identification.

Mr. George Moore read a letter from a correspondent wishing to assume the care and maintenance of the child Sherrin, for whose temporary necessities the Mayor of Bridgewater had provided.

The matter was allowed to stand over for the day, the Lord Mayor taking occasion to say incidentally that there were many institutions into which the orphans might be received.

The Rev. Mr. Herring on the other hand, suggested that it would be desirable, as far as possible, to have them adopted into private families.

On the motion of the Lord Mayor, it was resolved that the offers the committee had received from various institutions be recorded and acknowledged with thanks, but that the consideration of them be deferred until the committee knew precisely the number of orphan children for whom provision would have to be made.

The Lord Mayor—replying to a statement made by the Rev. A. Styleman Herring, to the effect that he had reason to know persons were going about collecting subscriptions on various grounds alleged to have arisen out of the calamity, and giving the names of the Duke of Argyll and others persons of consideration as subscribers—took occasion to say that it would be well for all who were disposed to subscribe to do so through the Mansion House Committee, otherwise persons in distress arising out of the disaster might obtain relief from different sources, and—it might be—beyond the emergency. For example, he had received from more than one quarter an intimation to the effect that some of the surviving members of the crew had engaged themselves for exhibition to the proprietor of a music-hall "for twelve nights only," as the placard stated, where, it was added, "they would relate some of the touching incidents of the sad collision." He thought it right to mention their names, as they appeared in a handbill—namely, "Carl Hanson and Carl Andersen, who saved the captain's wife; Charles Humphreys, the black cook;

Matt. Andero, Robert Lass, Theodore B. Jonnas, Albert Robey, and Samuel Watkins. He thought the committee should not continue any assistance whatever towards persons who presented themselves before the public for purposes of sensational excitement, and of making money. (Hear, hear.) He regarded such conduct as disgraceful under the circumstances, and thought the committee should say the money they had voted to them should be discontinued, for they were now receiving 24s. a week from the committee and the owners of the ship together. (Hear, hear.)

Mr. George Moore thought it was a flagrant case of indiscretion and indecorum for men, after having been so miraculously saved from impending destruction, to go and exhibit themselves in public for the purpose of making money.

Mr. Vickers reminded the committee that the men in question had received £1 each for outfit.

A unanimous resolution was passed to the effect that the men in question be informed that if they attended at any music hall to exhibit themselves after that evening, all assistance they were now receiving from the committee would be withdrawn.

Mr. Vickers also intimated that the gratuitous assistance afforded them by the owners would likewise be withdrawn.

The Lord Mayor announced that the total amount of the fund now being raised at the Mansion House amounted, up to 2 o'clock that day, to £5,542.

The meeting at its rising, stood adjourned until next day (Tuesday) at 4 o'clock.

On Monday afternoon, February 10th, the Executive Committee of the fund for the relief of the widows and orphans of the crew and emigrants and other sufferers by the late disaster in the Channel met at the Mansion House for the despatch of business. The Lord Mayor presided. It was announced that the fund now amounted to £6,900, and that, in addition, various sums were promised from the country, including £200, which had been collected at Liverpool. The Committee, after due deliberation upon each case, agreed to make the following distribution of the money with which they had been entrusted by the public, namely—to Mrs. Knowles, the captain's widow, £1,000; to Mrs. Gloack, widow of the chief mate. and her five children, £800; to Mrs. Blyth, widow of the second mate, and her husband's mother, whom he had supported, £300; to Mrs. Stephens, the carpenter's widow, £300; to the parents of Hermann Kunde, the surgeon, £100; to the relatives of eighteen of the seamen, £150; to the fourteen widows and twenty-two children of passengers, and five orphan children, £1,950; to other dependent relatives of the deceased passengers, £600 (of which £400 has been already paid); to the ten surviving members of the crew, £50; for providing clothing and outfits, and temporary maintenance for the seventy-six surviving passengers, £500; to the

injured man, Dixon (or his family, whom he had deserted), £200; to the pilot Mr. Brack, by way of an honorarium, £21; for recovering and burying the dead, and local expenses, £150; to the masters and crews of the steam-tug and luggers who saved so many lives, £150 (in addition to anything they may get from the Board of Trade); and for general expenses and contingencies, £500. The manner in which the various sums should be paid was left to the discretion of the Sub-Committee. The Lord Mayor said, before they concluded their labours he thought they ought to suggest that some improved arrangements should be made with a view to avert similar calamities to that which befel the "Northfleet." He had received many communications with reference to improved signals, and other arrangements for preserving life at sea. He had also been shown a most admirable plan for lowering boats from a ship, and as simple as admirable. By it, passengers and crew might get into a boat on the deck of a ship, and with the aid only of a hammer and pin, lower themselves quietly and without danger into the water. He suggested that the Committee hire a room for exhibiting the models to which he had referred, and provide a catalogue of them. The suggestion was well received by the Committee, and will be carried into practical effect in due time. On the motion of Baron Grant, seconded by the Rev. Mr. Herring, it was unanimously resolved in effect that the Lord Mayor be requested to put himself in communication with the Board of Trade, the Trinity House, and also the Emigration Commissioners, with a view of drawing their attention to the defective system of danger signals in ships as now in practice, and to the absolute necessity of a code of rules being established for use in vessels, with penalties by fine or otherwise for their contravention; and especially that it should be compulsory upon vessels carrying passengers to carry a full set of signals in accordance with such rules. The Committee then adjourned.

In closing our account of good work accomplished so wisely and so well by the Mansion House Relief Fund Committee, we must pay a tribute to the untiring exertions of Mr. J. B. Davison, the indefatigable honorary secretary, who is also secretary to the Tasmanian Railway Company. The idea of the Mansion House Fund originated in that Company's Board Room.

Mr. Davison, who had himself engaged all the labouring men on board the "Northfleet," for Messrs. Edwin Clark, Punchard & Co., of course felt deeply interested in all who suffered by the wreck, and when the awful amount of suffering and misery occasioned by the catastrophe dawned upon him, he at once wrote a letter, intending to send it to all the papers next day, proposing a national subscription for the benefit of the sufferers.

He, however, decided to lay the matter before the Directors at the Board Meeting held next day; and it was taken up most warmly by them.

It was thought advisable to ask the assistance of the Lord Mayor, who most readily responded to the wishes of the Directors, and Mr. Davison. Several

gentlemen of influence, who were with his Lordship at the time, united most cordially with him, not only in subscribing very liberally themselves, but in undertaking the arduous duties of members of the Relief Fund Committee. On the first day more than £1,000 was subscribed, and this rapidly increased from day to day, until upwards of £7,000 gave testimony to the deep feeling of interest and sympathy, evoked by this most terrible calamity.

It must be most pleasing to Mr. Davison to feel, that his ceaseless exertions have very largely contributed to the alleviation of the sorrows of the many bereaved relatives of those who perished in the "Northfleet;" and all who have contributed to the fund owe many thanks, not only to the Lord Mayor and gentlemen of the Committee for the kind way in which they have sacrificed private interests, to devote so much time and thought to their noble work of relieving the distressed, but also to this gentleman, who has so well aided them in their labours. The nation at large may indeed worthily record its gratitude to them all; and more particularly because in the distribution of the fund, they have resolutely endeavoured to succour the weak and helpless with most liberal grants, and have as much as possible limited their supplies to absolute necessaries in the case of the strong and selfish, who, alas! formed the overwhelming majority of those rescued from the "Northfleet."

The following letter well shows the kind feeling of sympathy evinced by the owners for all who suffered by the loss of the "Northfleet." Its tribute to the memory of Captain Knowles, Mr. Brand, Dr. Kunde, and others, must be a comfort to many mourning hearts:—

"TO THE EDITOR OF THE 'TIMES.'

"SIR,—Considering the deep and painful interest created throughout the nation consequent on the catastrophe off Dungeness, we deem it a duty to the public and justice to ourselves, in answer to certain comments which have appeared in some of the daily papers, to affirm that the 'Northfleet' was in all respects fully and properly equipped for her intended voyage. She was a strong, staunch vessel, built principally of teak, A 1 at Lloyd's, just out of dry dock, newly-metalled, and in excellent trim. No expense or trouble was spared in her outfit. Mr. Patton, assisted by Captain Oates, attended personally to her equipment, and we can therefore confidently assure the public that nothing was wanting which is requisite and usual in the fitting out of an emigrant ship. She was well manned, and had a full complement and measurement of boats and stores according to the Board of Trade's requirements.

"While feeling deep responsibility as owners of the 'Northfleet,' we have the consolation of knowing that no blame can attach itself either to ship, captain, or

crew, and that no precaution on our or their part could have averted the terrible calamity which overtook the vessel. On this subject we court the fullest investigation from those whose duty it will be to inquire into these matters.

"In our opinion, which we think will be endorsed by thoughtful men, had the emigrants obeyed the directions of the captain and his officers, the disaster would not have been attended with anything like so great loss of life. After searching inquiries from the survivors we are able to state that the vessel went down twenty-five to thirty minutes after the collision; that the sea was at the time comparatively smooth, and we believe that it was not impossible to have launched and manned most of the boats without accident, had it not been for the disorder and panic which seized the passengers. It is not our wish, however, now to unduly reflect on the panic-stricken emigrants who have perished, or on the survivors. The night was dark, and the poor fellows were not inured to the dangers of the sea, but we wish rather to point a moral to any who may in future be placed in like danger.

"As to the cause of this disaster there can be but one opinion, and we trust that the name and whereabouts of the steamer, at present enveloped in mystery, will soon be ascertained, and that those in charge of her, who acted such a cruel and cowardly part, will personally receive from the public that opprobrium their conduct merits, even though the law may be unable to inflict punishment adequate to their deserts.

"We do not share the views expressed by some that the steamer has also foundered, and are loth to believe it possible that she will elude the strenuous efforts made to track her.

"We cannot close these remarks without expressing our admiration of the manly and noble conduct of Captain Knowles, his officers, and crew. All honour to their memory. Nor can we omit to mention the names of the late Samuel Frederick Brand (first-class passenger), the late Hermann Kunde (the doctor), and George Brack (the pilot), the last almost miraculously saved, who displayed great courage and coelness in assisting the captain, regardless of their own safety.

"To the relatives and friends of those who have perished under such exceptionally painful circumstances, we offer our sincere sympathy, and we earnestly trust that the future pages of our maritime annals will never be darkened with such a sad story.

"We are, Sir, your obedient servants,

"JOHN PATTON and Co.

"3, White Lion-court, Cornhill, and Lloyd's, January 27th."

The passengers rescued from the "Northfleet" who remained in Dover over Thursday night left for London by the noon train next day, their departure being witnessed by a sympathising, crowd. There was at that moment a rumour in the town that the steamer which had run their ship down had put in at Havre, and there been identified, and the alleged fact was communicated to the passengers. "Thank God for that," said one, clenching his fist, "I don't care now for my bits of things that went down, although they were all I had in the world; but I couldn't have felt comfortable for the rest of my life if those scoundrels had got clean away." It is indeed difficult to find words to express the hot indignation which the survivors of the "Northfleet's" passengers and crew felt against the unknown steamer, and that sentiment was shared in a scarcely less marked degree by the people of Dover.

But if the wreck of the "Northfleet" will ever be memorable in history by reason of the cold-blooded desertion of the hapless crew by the vessel which ran them down, it has its compensating bright side in the expression of warm and generous sympathy with the survivors, which their sad plight has evoked. Messrs. Patton, the owners of the "Northfleet," and Captain Oates, her former commander, profoundly appreciate the warmhearted kindness with which the people of Dover welcomed the poor waifs and strays from the doomed ship who were landed in their town. Such kindness and tender sympathy counteract and obliterate the mark, black as it is, which the captain and crew of the Spanish steamer have scored against humanity; the balance will come all right when the spontaneous sympathy of the nation, of which we hear from all parts of the kingdom, from Liverpool to the Mansion House, has been duly entered on the other side of the account. In Dover, the whole population vied with each other in their efforts to succour the distressed, and during the stay of the wrecked passengers the Sailors' Home was inundated by visitors anxious for their comfort. A knock came to the door of the Rev. Mr. Yate (the clergyman who gave shelter to the widowed wife of the "Northfleet's" captain), a stranger asked to see Mr. Yate, and placing a £5 note in his hand, with the brief instruction that it was for the wrecked people, walked hurriedly away. This is an isolated case, but it faithfully represents the general feeling displayed in the town.

MEMOIRS.

SAMUEL FREDERICK BRAND.

The late Mr. Samuel Frederick Brand, a son of Dr. Brand, of 23, Cornhill, and Buckhurst Hill, was born in London on the 22nd June, 1850.

He was partly educated at the Bungay and Aldborough Grammar School; thence he was sent to the Middle Class College at Framlingham, in Suffolk. He was a prominent member of the Buckhurst Hill Cricket and Gymnastic Clubs, being very generally a successful competitor for honours in all athletic sports.

After leaving college, he engaged in a mercantile life, until he received an appointment from Messrs. Edwin Clark, Punchard and Co. to go to Tasmania as engineer and general superintendent of the works in connection with the Tasmanian Railway.

It must always be a source of sweetest consolation to the many dear ones who mourn his loss, that he died a glorious death.

The more we hear of the close of that young life, the more fervently can we thank God that He gave him strength to suffer and to die bravely and calmly doing his duty.

There is every reason to believe that to the last he stood at the captain's side, helping him in his arduous task of endeavouring to restrain the maddened crowd on deck, in order that some at least might be saved.

Mr. Brand's body having been recovered, a coroner's inquest was held at the Town Hall, Lydd, and it was decided that although the inquest was adjourned the funeral should take place. His remains were accordingly buried on Sunday, the 26th January, in the Romney churchyard, amidst every mark of public sympathy. The coffin, which was covered with wreaths of immortelles and bouquets of violets and camellias, was, about half-past three o'clock, carried from the house to which it had been removed, being followed by Dr. Brand and Mr. John Brand, father and brother of the deceased, and a long procession of mourners, amongst whom were several justices of the peace, a number of the principal inhabitants of the districts, Captain Oates (the former commander of the "North-fleet"), and Mr. Forster, of the firm of Latham and Co., Lloyds' agents at Dover. As the procession passed through the town, all the blinds in the houses lining the route were drawn down. The Rev. Richard Smith, vicar of Romney, met the procession at some distance from the churchyard, and conducted it into the church,

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where the first portion of the service was read. As the bier was lifted for the last stage of its journey, the organ pealed forth the solemn strains of the "Dead March in Saul." The coffin, which bore the simple inscription,

SAMUEL FREDERICK BRAND, DIED JANUARY 22, 1873, AGED 23 YEARS,

was laid in the north-west corner of the churchyard, and is surrounded by the graves of many shipwrecked mariners whom the tide has cast up on the beach by Dungeness and the lighthouse.

LEE Assow, STEWARD OF THE "Northfleet."

Lee Assow, the steward of the "Northfleet," was a native of Fatshan, in the province of Kwangtung, China.

Having committed some childish folly, he was banished from the house of his father (who was a petty officer in the Chinese army), a piece of one ear was cut off, as a mark of disgrace, and he was turned, as a castaway, into the streets. His eldest brother taking pity on him, or wishing probably to obtain the bonus from the emigration agents, sent him as one of 480 emigrants who sailed for Cuba in January, 1866, in the ship "Italia," at that time commanded by Captain Oates. He had no knowledge of the day or date of his birth, but was, apparently, at that time about fourteen years of age; a bright, intelligent, frolicsome lad, who won the favour of the officers on board by his constant cheerfulness and readiness to do anything required of him.

On arrival in Cuba, Captain Oates took him, with the consent of the boy and his employers, as his own personal servant. In that capacity he came to England, very quickly learned to speak English, and became proud of his new office and costume. He, with Captain and Mrs. Oates, visited Yorkshire, Lancashire, and South Wales, and whatever house he entered won for himself golden opinions for his strict honesty, kind and cheerful disposition and attachment, and faithfulness to his new employers. That he was possessed of a certain amount of spirit may be seen from the following incident that occurred shortly after his arrival. When with Mrs. Oates, on a visit to her friends in Huddersfield, he was exasperated by boys frequently calling after him, "China boy, China boy." One day, when on an errand, being pressed too closely, he put down his basket, turned round on them, and boxed them in true English style. Also, on being asked one day by a gentleman if he was not the "China boy," he replied, "No, me English gentleman," for which he was rewarded with a shilling. He was at that time very fond of going to church to hear the music, but having so little knowledge of the language, it was very difficult to explain to him the first principles of our religion.

then commenced learning to read, and, when in Wales, went for a short time to school, but he had much greater aptitude for mechanical than for literary pursuits. As was once remarked, "he had not an idle bone in his body;" was always employed about something or another, his favourite pastime being boatbuilding, in which he produced some very creditable models of ships, brigs, schooners, and steamers.

In May, 1868, when Captain Oates took command of the "Northfleet," he joined her as cabin boy, and very soon became initiated in his new duties. On the steward's being dismissed in Shanghai in January of the following year, he was considered so faithful and had so many qualifications requisite for making a good steward, that, though very young, he was placed in that responsible position. Gaining knowledge and experience year by year, he fulfilled his duties to the entire satisfaction of the owners, his captain and the officers, being trusted implicitly with all stores, drinkables, and the captain's personal property. He was a great favourite with all passengers and visitors, very fond of and kind to all dumb animals.

As time passed on, he became anxious to revisit the scenes of his childhood, and to see his mother. When the "Northfleet" arrived in Hong Kong in January, 1872, he had permission to pay a visit to his native place. He having entirely adopted English costume, and dispensed with the characteristic "tail," which by his countrymen is looked upon as a mark of disgrace and dishonour, thought it prudent to write and inquire if his friends would like to receive him. The event proved the wisdom of this; he learned that his father was dead, and that his mother preferred coming to see him. She arrived with his uncle in Hong Kong, unfortunately only the night before the ship was about to sail for Cochin China. The long-lost child and parent enjoyed one brief evening of happy intercourse, he proudly relating all his adventures to her, and she advising him to continue his faithful services to his employers. The young fellow showed that fine trait of Chinese character, filial love, and being of a very generous and grateful disposition, he paid her and his uncle's expenses for the journey, and gave her money to add to the comforts of her declining years, both at that time and on a subsequent visit to Hong Kong a few months later.

After the change in the command of the "Northfleet," a few days before sailing, there was no time to provide a proficient substitute. Captain and Mrs. Oates very much regretted losing sight of him, even for a time, but thinking he would be such a comfort to Captain and Mrs. Knowles, and so valuable to the ship's interests (as he proved during the short time he was with them), he was allowed to go on the last ill-fated voyage, hoping to rejoin them on his return. His last moments were spent in firing rockets and signals of distress. When the knowledge that the ship was sinking broke upon him, he rushed down into the cabin, advised Mrs. Knowles to get her trinkets, went to his own chest, got something, probably his watch and chain and other valuables, then went on deck again, and died bravely at his post.

During the long passages to and from the East he had continued his studies, and became sufficiently advanced to keep his store accounts and read his Bible. On Sunday afternoon he always had an hour's religious instruction, and there is good reason to hope that the seed then sown did not sink into barren soil. We trust that he is now gone to his rest and reward, and that the glimmerings of his faith may be accounted to him for righteousness when the Saviour shall gather together the jewels of His crown.

CAPTAIN KNOWLES.

Edward Knowles, the late Captain of the Northfleet, was the second son of a family of 13 children, and was born at Gravesend, 4th May, 1839. He was taken to Tunstead, Lancashire, in the year 1841; his parents being appointed master and mistress of the National School just built there. He was a quiet, reserved child, remarkable for his superior knowledge of the subjects taught in the classes to which he belonged, and for the intelligence he evinced at his school examinations,

After his father and mother were appointed to the Milton-le-Wold Schools, Lincolnshire, Edward was apprenticed to his father as a pupil-teacher. It was here he had the advantage of private tuition in Latin, given by the late Rev. E. W. Hughes, the Rector. This highly-esteemed gentleman's example of devotion to duty, no doubt, assisted materially in forming the character of the late Captain of the "Northfleet." It was here, too, that he showed that great skill in various athletic sports, which rendered him a universal favourite with the young farmers in the neighbourhood. He had a great love for all field-sports, and excelled in running and jumping. His fondness for dogs almost amounted to a passion.

The following incident shows his school-boy idea of honour:-

He was out walking with a young companion one Sunday evening, and they amused themselves by throwing stones at a cottage, in which some Wesleyan-Methodists were worshipping; one stone went through a window. A friend of his father's wrote to acquaint him of it, and the boy was punished, taken to the house to beg the pardon of the occupiers, and afterwards lectured by the school trustees.

A few years ago, when in conversation with his father, amongst other reminiscences of his boyhood, he referred to this, but added,—"My companion threw the stones, but I determined not to tell of him. I always thought the school trustees too hard upon me for that."

Upon his father's appointment to the old endowed grammar school at Burghle-Marsh, Lincolnshire, his indentures were cancelled as pupil-teacher, and he assisted his father in the school. It was here that he first evinced a disposition to go to sea, and his father upon becoming acquainted with this wish promised to fit him out and procure him a berth in a ship, if he would wait a short time longer until the money could be spared for the purpose; but the lad, thinking, as he afterwards explained by letter, that it would be a heavy tax on his parents' limited resources, sold his watch privately, and rising before the family were astir, made a bundle of his few clothes, walked off to the station, and took the train for Hull. This was on the 3rd November, 1856. As soon as he was missed, his mother was very desirous that he should be brought home again; but his father, knowing the lad's determination of character, and at the same time greatly admiring his pluck, decided not to prevent him, especially as he himself had, when a boy, felt the same ambition and would have become a sailor, but for the affectionate entreaties of a devoted mother.

He had written of his intention to a young friend in the neighbourhood of Louth, who kindly met him at the station there and gave him half-a-sovereign. Thus, with some two pounds in his pocket and a few clothes, he found himself in Hull in search of a ship, and without a friend. In his search he met with Captain Gale, who was himself looking for a command, and he, like a good Samaritan, wishing to be riend the lad, took him to London and got him a berth in a collier bound for Shields, probably in the hope that a short voyage would deter him from his purpose. Captain Gale also kindly provided him with his kit for the voyage. From stress of weather the collier had to put into Seaham Harbour, when our young sailor, disgusted with the dirt, food, and treatment he had met with on board, left her, and went to Sunderland.

Here he soon expended all his money, and was reduced to great straits. Wandering through the docks in search of a ship, he saw one which he thought he should like, went on board, and asked if they could give him a berth. The chief officer asked him what he could do, he replied, "Anything." The kind-hearted man gave him some employment, and after that a good supper, and allowed him to sleep in his room. He was afterwards apprenticed for five years to the owners of this ship, the "Southern Cross," commanded by Captain Manley. He was at that time seventeen years of age. It was agreed that he was to receive £40 for the time of his apprenticeship; £3 to be paid the first year. He found an excellent friend in Captain Manley, and was greatly indebted to him for instruction in navigation and seamanship. The object of his ambition now became to rise to a command. With this always in view, he worked steadily at his post, and before his apprenticeship expired, he had obtained his second mate's certificate (conditionally granted), and served in the ship in that capacity.

Having so far succeeded in his object in life, he for the first time revisited his home and parents. From the mere stripling he had grown into the man, and

having become much changed in appearance, his father, whom he found digging in the garden, did not recognise him. He first accosted him as a stranger, telling him he had just returned from abroad, and had during his journeyings met with his son. The father looked up—something in the voice and manner of the would-be stranger struck him, and reminded him of his absent boy. The fact that it was he, breaking upon him, he exclaimed, "Why, it must be Ned himself!"

After leaving the "Southern Cross," he went several voyages to Australia, China, and Japan, first as second officer, and then as chief in the "W. W. Smith," one of the Black Ball line of ships, commanded at the time by Captain Harris.

Whilst in Sydney he narrowly escaped being drowned, in assisting to pick up a man who had fallen overboard. By some means he, too, got into the water; not being a good swimmer he sank, and on rising was picked up insensible. When in Yokohama, indulging his love for athletic sports, he joined some at that time taking place among the Europeans, and notwithstanding his want of practice, gained the second prize in one of the foot-races. Some years later he obtained a similar one at Singapore.

In 1865 he joined the ship "Tugela," commanded by Captain Stuart, engaged in the Natal trade, and always a favourite ship with passengers and emigrants, with whom Mr. Knowles was at all times popular from the kindliness and urbanity of his manners, his gallantry to the ladies, his fondness for the children, and his attention to them. His soubriquet among them was "Father Knowles."

A strange coincidence may be named between the "Tugela" and the "Northfleet." The first voyage Mr. Knowles took in the "Tugela" with emigrants and passengers to Natal, whilst lying at anchor in the Downs, and in charge of Mr. Brack (who was pilot of the "Northfleet" at the time of the disaster); she was run into and seriously damaged by a steamer, and had to put back for repairs. The "Tugela" was ultimately lost while under his charge. During a heavy gale when she was at anchor in the harbour at Natal she broke adrift and drove ashore; all lives, however, were saved.

From Natal he returned home by steamer, spent some time amongst his friends, and became engaged to her, whom he has left to mourn his untimely death. In June, 1868, he was appointed as chief officer to the ill-fated "Northfleet," then about to sail for the first time under the command of Captain Oates, she having been recently purchased, and re-classed, by the late owners, Messrs. J. Patton, jun. & Co. In the four and a-half years he spent in the "Northfleet" he earned for himself the esteem and respect of all who knew him. As a sailor, he was thoroughly acquainted with all the duties of his profession, ever at his post, cheerfully and unflinchingly carrying out the commands of the captain, leading and encouraging his men to do their duty in every time of danger and necessity.

He was of a reserved disposition, possessing great coolness and soundness of judgment, and regarded by those most intimately acquainted with him during the last years of his life as a simple and sincere Christian, not loud in profession, but showing his principles in action.

The last action of his life must be a source of the greatest consolution to his sorrowing widow, his father, and friends. Knowles died nobly at his post, doing his duty to the last. No words can describe the grandeur of the closing of the career of this gallant sailor. He perished as a hero and a martyr, and with utter disregard of self. His memory will for all time be in the hearts of his fellow-countrymen. One scarcely dares reflect upon the agony he must have endured, at parting with his young and beautiful wife, bidding her farewell, and saying to the faithful boatswain, "Shove off! God bless you! Mind your charge!"

THE "MURILLO."

The Spanish Consul reported that the "Murillo" (steamer) left Antwerp, laden with about 950 tons of rails and other merchandise, for Lisbon. The owner was on board of her, and landed with the pilot at Dover, at about 8.30 or 8.45 on Wednesday evening, his intention being to leave for London, and the "Murillo" proceeded. The owner thought that his vessel was the cause of the disaster to the "Northfleet," and that she must have sunk immediately after the collision. He formed this opinion from the following facts—viz., the nature of the cargo, the severity of the weather, and the thinness of the iron plates of the vessel, which had one small compartment forward. He thought that a hole no larger than a square foot would have been sufficient to sink her in three minutes. The captain left in charge of the "Murillo" was a most careful and intelligent man, and certainly not one who would make off after disabling a vessel.

The master, Pearce, of the steamer "Avoca," arrived in London from Dublin, reported that 1 A.M. on the 23rd January he sighted a steamer 7 or 8 miles W.S.W. of Dungeness, steaming slowly ahead; he was himself going slowly in order to make out Dungeness Light; he remarked that there was evidently something wrong with the vessel, from the fact of the appearance of a light being over the bows and its being taken in again, as though something was being looked for or something done; no signals of distress were made from her. The vessel was in the usual track of shipping bound down Channel, and was not in a position in which she would have been if desirous of escaping notice; sighted the vessel before seeing Dungeness Light, but could not make her out, as it was dark and hazy at the time; she was from two to three miles inshore of the "Avoca;" only saw one steamer besides that night, and that was sometime after 2 o'clock. He did not know of the disaster to the "Northfleet" at the time.

The "Murillo" arrived at Cadiz on the evening of the 30th January. Measures were immediately taken at the instance of the British Consul, in order that a searching inquiry should be instituted by the authorities.

Depositions made before the British Consul by the engineers of the steamer, and an Englishman who was a passenger on board, confirm circumstantially the main facts of the disaster; the description of the locality, the time of the occurrence, the appearance of the ship run into, the cries from all hands for assistance, the voices on board of women and children, and other circumstances, coincide with the accounts in the English press of the disaster to the "Northfleet."

The parties interested in the steamer admit that she came into collision with some vessel on the night of the disaster at Dungeness, but deny that the vessel was the "Northfleet." The external marks of the collision are scarcely perceptible on the "Murillo." A survey by the local authorities has been favourable to the steamer. Another survey just held by the Lloyd's surveyors has furnished evidence of a collision with a wooden ship.

Pending the issue of the proceedings instituted, the master and some of the crew were placed under arrest.

In consequence of learning that the boat "Queen," of Dover, had landed passengers the evening of the casualty, telegrams were despatched at once to Lloyd's, the owners, and the charterers, stating what had been gleaned, and that a clue to the wrong-doer had been found; these messages read as follows:—

"Steamer was going down Channel; we have a trace. Believe she is Portuguese or Spanish; a man, we think the pilot, having landed here last night at 9. Are endeavouring ascertain more particulars, and then will telegraph again."

Upon reflection it was thought that this must be the vessel, and it was calculated that she must have left Antwerp at about noon of the day of casualty, and a telegram to the following effect was despatched to Lloyd's agent:—

"Please telegraph name of Spanish steamer leaving Antwerp about noon yesterday. Schooner-rigged, two funnels, one abaft the other."

To this he replied at 7.35 p.m. of the 23rd:-

"The only Spanish steamer which left here yesterday was the 'Pelayo,' Captain Tribas, for Havannah."

This information was immediately sent to those interested, and was given also to the receiver of wreck at the Custom House, who was advised formally that the reward of ONE HUNDRED POUNDS, offered by the Board of Trade for the identification of the steamer, would be claimed on account of the local charities.

Everyone was most anxiously expecting more news, when at 3.45 P.M. of the 24th, a telegram was received from Mr. Engels, Lloyd's agent, at Antwerp, before-named, which said:—

"From information received, 'Pelayo' had but one funnel; another Spanish steamer sailed for Seville on 22nd. She belongs to same line, her name is 'Murillo.'"

This was immediately communicated by wire to London and Liverpool, and was reported to the receiver of wreck, and the claim for the amount again renewed on account of the charities of the town.

Now all interest was turned, on the arrival of the vessel at her port of destination, and grave discussions took place as to how the delinquent steamer would be dealt with. At length the "Murillo" arrived in the river Tagus, and the suspicions as to her guilt were confirmed.

Examination of the "Murillo."

THE ENGLISH EVIDENCE.

The following summary of the depositions of Samuel Bell, a passenger, and James Goodeave, second engineer, on board the "Murillo" steamer, arrived at Cadiz, was received at Lloyd's:—

"Cadiz, Feb. 2, 4.10 p.m.

"Samuel Bell, passenger, and James Goodeave, second engineer, who were in same cabin, depose on oath to hearing noise on board steamer, as if something unusual were going to happen; that both hastened out on deck, the collision immediately taking place; the steamer going at quarter speed, with engines already reversed before collision, which accounts for what seemed to them a slight shock, Goodeave remarking that they had gone into what seemed to him a large emigrant ship, with painted ports, white figure-head on the old style of build. Both distinctly heard the cries of people—females' and children's voices, and one voice in particular hailing the steamer ten or twelve times consecutively, to stand by and send boats, to which both replied they would do so. Distinctly saw ship's mast-head light. Vessel ran into starboard side; apparently at anchor; hour. quarter to eleven. Goodeave tried to make Spaniard understand to lower boats by pointing and calling 'Boat!' Fancied steamer was going round injured ship, but was horror-struck on finding her leaving. Gules Bethell, chief engineer, was in charge of engines; came momentarily on deck, returning immediately to his duties, seeing no more than that they had run into a ship ahead; his engines were reduced to quarter speed at 10.30 p.m. Stopped and reversed 10.45. A few minutes after proceeded at easy speed."

The following telegram was received by Messrs. Clark, Punchard and Co., Westminster, from Pinto Basto, Lisbon:—

"'Murillo' coming up. Suppose was ordered away from Cadiz. Wire instructions."

A telegram from Cadiz announced that the British Consul there had demanded, in the name of his Government, the attachment of the "Murillo." We at the same time learnt from Madrid that the maritime authorities at San Fernando, near Cadiz, had informed the Spanish Government that they had examined the steamer, and finding no traces of a collision upon her, were of opinion that she did not run down the "Northfleet." Meanwhile the captain and part of the crew remained prisoners on board a man-of-war, and the rest of the crew were guarded, and not allowed to land.

Cadiz, Feb. 4.

Three Englishmen—the two engineers and one passenger of the Spanish

steamer "Murillo," arrived off Cadiz—proved her to have run down the "Northfleet."

She was commanded by her chief mate, Felipe Barrati; her captain, Pascual Marc, having landed at Dover.

The Spanish Government expresses great desire to assist in the reclamations.

(REUTER'S TELEGRAMS.)

Cadiz, Feb. 4, Five p.m.

The "Murillo" is still here.

The British Consul has demanded the attachment of the vessel in the name of his Government.

The captain and the watch at the time of the collision are at present prisoners on board a man-of-war; and the crew are under the charge of a guard on board the "Murillo," and are not allowed to land.

Madrid, Feb. 4.

The maritime authorities of San Fernando have telegraphed to the Government that they had visited the steamer "Murillo" at Cadiz, and had found no traces of the collision. They believed that she was not the vessel by which the "Northfleet" was run down.

Madrid, Feb. 5.

The Impareial says:—"The Commandant at San Fernando (Cadiz), is investigating the case of the 'Northfleet' versus the 'Murillo.' The British Consul is permitted to take part in the proceedings in every way which he may deem necessary."

"It is impossible," says the *Imparcial*, "to form an exact judgment as to the culpability of the 'Murillo,' on account of the contradictions in the evidence with regard to matters of fact."

Cadiz, Feb. 5, Evening.

The maritime authorities have arrested the captain and mate, with part of the crew of the "Murillo" who were on duty during the night of the "Northfleet" disaster. The vessel has been very carefully examined in the presence of the British Consul, who also examined the logbook. The result of these investigations is as yet uncertain, although the "Murillo" shows signs of having suffered a slight collision. The examination continues, and the owners will be heard, and fresh witnesses called. The declarations of the English passengers and the two engineers are in contradiction with those made by the crew.

Cadiz, Feb. 6, 2.20 p.m.

The owners of the "Murillo" repudiate Captain Russell as surveyor, owing to his being the master of an opposition line of steamers.

PROCEEDINGS AGAINST THE OWNERS OF THE "MURILLO."—An action in the High Court of Admiralty in England has just been commenced against the owners of the "Murillo" by the owners of the "Northfleet" to recover damages for the loss sustained by the fearful collision off Dungeness. The claim is for £14,000. A prior suit was instituted against the steamer for £15,000, but it was changed to the present suit not against the ship but the owners. The usual course is to arrest a vessel, and bail is required to be given to answer the claim before she is released. In this suit the proceedings are against the owners—in personam as it is termed, and they are called upon to appear.

Previous to the arrival of the "Murillo" at Cadiz, the authorities were informed that she was the steamer supposed to have run down the "Northfleet," and a request was made by our Consul that, in case suspicions were confirmed, measures should be taken to secure the ends of justice. On the arrival of the "Murillo" on the night of the 30th ultimo, the Consul having obtained what he considered to be proof that she was the guilty ship, the naval authorities went on board early next morning to take the depositions of the crew. The captain and such of the crew as formed the watch on the night of the disaster were made prisoners.

The British Vice-Consul also went on board, and brought the English passenger on shore to make a declaration at the Consulate. This declaration, as well as that of the first and second engineers, the only Englishmen on board, confirms the statements of the survivors of the unfortunate "Northfleet." The passenger, as well as the second engineer, heard the cries of women and children. They were hailed, and asked to stand by and send boats. This they promised should be done. They were horror-stricken, however, to see that they were leaving the ship immediately after the collision, without stopping to render her any assistance.

They distinctly saw the light of the vessel run into, which they supposed was at anchor. The second engineer describes the vessel as large, and of old build, with painted port-holes and a white figure-head. He states that the collision took place on starboard side. This statement is important, as the parties interested in the "Murillo" are still under the impression apparently that that steamer did not run down the "Northfleet," though they admit that she did strike against a vessel that very night, at that very hour, and at that very place.

The "Murillo" has sustained no damage; but the survey held by the Vice-Consul's orders sufficiently proves that she has been in collision with wood. The orders given to reverse the engines and to proceed agree with the facts already known.

The collision took place after reversing the engines. According to the testimony of one of the witnesses the steamer struck the other vessel "like with a thud." To quote the exact words he made use of in his depositions at the Consulate.

The following letter was addressed to the newspapers, and doubtlessly did much to soften public indignation:—

"SIR,—It is with a trembling hand that I venture to refer to the terrible calamity which occurred in the Channel on the night of the 23rd of January, and which has filled with the deepest and sincerest affliction the hearts of all who have the privilege of residing in this noble and hospitable country. But the fulfilment of a duty obliges me to take up my pen for the purpose, in the first place, of entreating most earnestly the generous people of England to suspend for the moment their judgment upon the conduct observed by the captain and crew of the 'Murillo' at the time of the terrible catastrophe by which, on the submersion of the 'Northfleet,' 292 souls passed so suddenly and awfully to their account; and, secondly, with the object of mitigating, as far as it may be, the not unnatural spirit of prejudice and hostility which might be awakened by the indignant comments and appreciation enunciated by the public press.

"It would seem, indeed, that much has been already discovered with regard to the circumstances attending the unparalleled misfortune which we all in common deplore; yet, if we bear in mind the special features of the locality in which the ill-fated vessel, holding enclosed within her narrow sides the lives and fortunes of 400 human beings, was situated; the brief period (thirty to forty minutes) during which the 'Northfleet' remained afloat after the collision; the panic and consternation which must have reigned on board during those fearful moments of supreme agony which intervened; the darkness of the night, and the disturbed state of the sea; the fact that close by, within 300 yards of the spot where the disaster ensued, a ship was floating which might easily have been mistaken for the one that had foundered so suddenly; the further fact that none of the many vessels anchored near at hand afforded, as it is affirmed, any assistance: the slightness of the injury which the 'Murillo' appears to have sustained from the collision; the delay which took place before she passed off the Isle of Wight; the fact of her not attempting to take any refuge in the first instance within a national port; the previous good character borne by Captain Berruti and his officers; the circumstance fairly to be deduced from Friday's despatches, that the proper declarations as to the collision were duly made immediately upon their arrival at Cadiz; and, finally, if we remember the incalculable number and ever-varying nature of the vicissitudes attending navigation, much—in my humble opinion—very much still remains to be investigated and ascertained, before we may deem ourselves to be in full possession of the truth as to this sad event.

"That everything which still requires to be ascertained will be thoroughly and speedily sifted to the bottom, and that the full severity of the law will then be applied as effectually at Cadiz as it could be at Westminster, I will, in the name of my country, take upon me to guarantee.

"If it be found that Captain Berruti and the English and Spanish crew under

his command did, on the mournful night of the 28rd instant, neglect the duties prescribed by the code of honour and the common feelings of humanity, then most assuredly the Military Tribunal—which has already taken cognisance of the case, and whose members are composed of distinguished officers of the Royal Navy—will speedily make them feel that Melilla and Ceuta do not exist in vain.

"Let me add, in conclusion, that as the Spanish law, in cases like the present, allows the most ample liberty of intervention to all having a title to exercise it, no reasonable doubt ought to exist that the strict ends of justice will be fully vindicated.—I have the honour to be, sir, your obedient servant,

" URBANO MONTEJO.

"Spanish Consulate General, 155, Fenchurch-street, "February 1, 1873."

Messrs. Edwin Clark, Punchard, and Company, the contractors by whom the emigrants in the "Northfleet" were engaged, offered, it may be remembered, a reward of £100 for the discovery of the steamer which ran down the "Northfleet." This amount they awarded to Messrs. Pinto, Baste, and Co., of Lisbon, and Mr. Macpherson, of Cadiz, through whose exertions the seizure of the "Murillo" at the latter port was made, but those gentlemen have generously directed that the sum should be handed over to the Mansion House Committee for the relief of the sufferers. This has accordingly been done.

It was announced that the "Murillo," a Spanish steamer, had been discovered to be the vessel that ran into the ill-fated "Northfleet" at Dungeness, and the following telegrams will indicate what has since been done towards bringing the captain and a portion of the crew to justice, which, the Spanish Consul promises, shall not fail to reach the men who are guilty, whether they are in Spain or in England:—

"Cadiz, Sunday.

"The 'Murillo' arrived here on the evening of the 30th ult. Measures were immediately taken, at the instance of the British Consul, in order that a searching inquiry should be instituted by the authorities. The result of that inquiry has not yet transpired. The parties interested in the steamer admit that she came in collision with some vessel on the night of the disaster at Dungeness, but deny that the vessel was the 'Northfleet.' The external marks of the collision are scarcely perceptible on the 'Murillo.' A survey by the local authorities has been favourable to the steamer. Another survey just held by the Lloyds' surveyors has furnished evidence of a collision with a wooden ship."

"Cadiz, Sunday Night.

"Previous to the arrival of the 'Murillo' here, the authorities were informed that she was the steamer supposed to have run down the 'Northfleet,' and a

request was made by our Consul that, in case suspicions were confirmed, measures should be taken to secure the ends of justice. On the arrival of the 'Murillo' on the night of the 30th ultimo, the Consul having obtained what he considered to be proof that she was the guilty ship, the naval authorities went on board early next morning to take the depositions of the crew. The captain and such of the crew as formed the watch on the night of the disaster are prisoners. Samuel Bell, passenger, James Goodeave, second engineer, who were in same cabin, depose on oath to hearing noise on board steamer as if something unusual were going to happen; that both hastened out on deck, the collision immediately taking place; steamer going at a quarter speed, with engines already reversed before collision, which accounts for what seemed to them a slight shock. Goodeave remarking that they had gone into what seemed to him a large emigrant ship, with painted ports, white figure head on the old style of build. Both distinctly heard the cries of people—females' and children's voices, and one voice in particular, hailing the steamer 10 or 12 times consecutively, to stand by and send boats, to which both replied they would do so. Distinctly saw ship's masthead light. Vessel ran into starboard side; apparently at anchor; hour, quarter to 11. Goodeave tried to make Spaniards understand to lower boats by pointing and calling 'Boat!' Fancied steamer was going round injured ship, but was horror-struck on finding her leaving. Gules Bethel, chief engineer, was in charge of engines; came momentarily on deck, returning immediately to his duties, seeing no more than that they had run into a ship ahead; his engines were reduced to quarter speed at 10.30 p.m. Stopped and reversed 10.45. A few minutes after proceeded at easy speed."

"The 'Murillo' has sustained no damage; but the survey held by the Vice-Consul's orders sufficiently proves that she has been in collision with wood. The orders given to reverse the engines and to proceed agree with the facts already known."

The following appeared in the Times of Feb. 18th, 1873:-

"RELEASE OF THE 'MURILLO."

"Madrid, Feb. 13.

"Advices from San Fernando state that the Committee of Inquiry charged to examine the steamer 'Murillo' declared that she was not the vessel which ran down the 'Northfleet.' The 'Murillo' has been released."

England should say: "Is this a just verdict?"

CONTINUED DETENTION OF THE "MURILLO."

It was, however, announced in the House of Commons, on Thursday night, 20th February, 1873, that she was still detained, and that the inquiry was proceeding.

SIGNALS OF DISTRESS.

Mr. P. B. Claris, the Hon. Secretary of the Royal Cinque Ports Yacht Club, which has the distinguished honour of possessing His Royal Highness Prince Arthur for its Commodore, has, at the request of the members, addressed the following letter to the President of the Board of Trade:—

"Royal Cinque Ports Yacht Club,

"Dover, 3rd February, 1873.

"Sir,—In view of the recent appalling catastrophe in Dungeness Bay, I am directed by the committee of this club to call your most serious and immediate attention to the present defective system—or rather no system—of marine night signals.

"The evidence taken on every enquiry which has been held relating to this lamentable occurrence establishes only too plainly the fact that three hundred human beings perished within reach of help simply because they possessed no means of making known their dire extremity, inasmuch as the mere want of a pilot or imminent deadly peril is at present announced by precisely the same signals, burning blue lights, firing guns, and throwing up rockets.

"On Saturday last I heard the chief boatman at Dungeness give his testimony on the inquest upon the remains of Mr. Brand, and he said that, being told by one of his men that a vessel was burning blue lights and throwing up rockets, he came out, saw one or two rockets thrown up, went back to clear his glass from the rain that had fallen upon it, but on his return all was dark. Now, had the very first light shown indicated need of instant assistance scarcely five minutes would have elapsed ere a crew of hardy, experienced blue jackets would have been straining every sinew to reach the scene of danger. Besides this, the crews of the neighbouring vessels—many only a few cables' lengths distant—would have turned out to the rescue, and, as the 'Northfleet' floated for more than half-an-hour after the collision, in all human probability the greater part at least of those on board would have been saved; but the signals being supposed to be for a pilot were left unnoticed. Again, had there been no possibility of alleging a mistake of signals the officer in charge of the steamer would scarcely have dared to proceed on his passage leaving the hapless emigrants to their fate.

"One of our members, Mr. W. P. Mummery, has suggested that it should be made imperative on all British vessels to carry rockets charged with red fire and throwing out red balls, together with a certain number of red hand-lights, for use simultaneously, in cases of danger, heavy penalties being of course imposed on their being used for any other purpose.

"A complicated system of signalling would fail utterly in unpractised hands.

All that is wanted is something easy of application and unmistakeable in character, the essence of which requisites, my committee venture to think, Mr. Mummery's proposal contains,

"Foreigners would, beyond all doubt, immediately avail themselves of so ready a means of obtaining help in time of need, as the present rapidity of communication would, in a very brief period, render it known to every maritime nation in the world.

"My committee do not venture to intrude any scheme for carrying the notion into effect, but content themselves with throwing out the above suggestion in the earnest hope that by its adoption, the recurrence of such a disaster as that which has so deeply stirred public sympathy, may be rendered for the future almost if not absolutely impossible.

"I have the honor to be, Sir,

"Your most obedient servant,

"PERCY BROOKE CLARIS,

"Hon. Secretary."

Copies have also been sent to the Secretaries of Lloyd's and the National Life Boat Institution, with a request to those bodies to urge the matter on the Board of Trade.

"To THE EDITOR OF THE 'TIMES."

"SIR,—Seeing in your impression of to-day that a practical suggestion has been made that the rockets and lights burnt by ships in distress should be of some prescribed colour, so as to distinguish them from ordinary signals for pilots. I feel that something of the kind is very much wanted, as in this case, had there been a distinctive rocket, assistance would have been given from many of the surrounding vessels at anchor; but, from the frequency of rockets being displayed at this particular place, no notice was taken, although the signals were seen by many; all came to the conclusion that it was 'Pilots, pilots, pilots.' The same was thought by the coast-guards. I would just add, that had the lifeboat's crew known what was occurring they could not, in the time that has been stated by some of the survivors, have reached the vessel with the lifeboat before she sank, the distance being between three and four miles, and the boat's crew having to come from adjoining stations before she could be launched. Had there been a certain colour for a distress rocket, many boats would have been launched from the beach, as the rockets were seen by the officers and men of the Littlestone and Romney coast-guard stations, but were confidently believed to be rockets from a ship requiring a pilot; thus showing the great necessity of having some signal specially adapted for firing when vessels are in distress.

"I have the honour to be, Sir,

"Your most obedient servant,

"JOHN M. YORKE,

"Coast-guard, Folkstone, Jan. 27.

"Commander R.N."

A gentleman, signing himself "A. T. T.," wrote to The Times some time ago suggesting that a Government Committee, consisting of the most practical men in the country, should be formed at once, and the several departments of the Government, the Admiralty, Trinity House, Board of Trade, together with the Lifeboat Institution, would, he thinks, find no difficulty in supplying efficient members to propose a scheme for the prevention of such calamities as the loss of the "Northfleet." "A. T. T." mentioned the following important subjects which would have to be considered:—"1. There can be no doubt of the absolute necessity of establishing a certain number of steam life-vessels, and, as previously stated in The Times, they could be so constructed as to be able to stand against the severest gales, and by having life-boats and every description of appliances to meet any emergency. 2. It appears that the present system of signals by blue lights, rockets, guns, &c., is either not sufficiently defined or not understood. It is impossible to overrate the importance of having a code of signals of the most simple description, and defined beyond all chance of mistake; those to be employed in case of distress to be distinct, and on no account to be used for any other purpose, under a severe penalty; regulations in more than one language to be in the possession of the captain or master of every vessel, of every pilot, life-hoat station, coastguard, &c. It is, moreover, very desirable that every vessel leaving any port, harbour, or other place, should be visited by a competent person, to certify that the signals are on board and placed in proper and secure places, and are perfectly understood in reference to the established regulations. 3. One of the most valuable means of making signals in case of distress is from a gun. The discharge of the gun might in foggy or dark or misty weather be heard when no other signal could render any service. If it should prove necessary that a gun fired should be a signal for a pilot, let a considerable time elapse between the rounds, and in case of distress fire as quickly as possible, and continue to do so. But this must be clearly understood by all concerned, and no mistake. A plain iron pin, with head to fit the vent or touch-hole, close down, so as to prevent wet getting in is all that is required, and a piece of tarpaulia tied tight round the muzzle and vent."

It must be gratifying to all Dover to know that Admiral Sir W. H. Hall, F.R.S., who has always been a kind friend to, and liberal patron of, the Dover National Sailors' Home, has interested himself much upon this most important question of danger signals, as the following letter shows:—

TO THE EDITOR OF "THE TIMES."

SIR,—The admirable suggestions made by "A. T. T.," in *The Times* of Saturday last, with a view of preventing such awful calamity and loss of life as recently occurred by the foundering of the ill-fated "Northfleet," induce me to bring to the notice of the public generally and all owners of ships the absolute necessity of

having one universal signal of distress, to be used only in the case of utmost need.

By the simple plan of hoisting either at the peak or at any of the mastheads three lights in a perpendicular line, white above, red in the middle, and white underneath, every vessel within distance would understand that this meant urgent distress, while the ordinary means of attracting attention, such as firing guns or muskets, letting off rockets or blue lights should be resorted to. The reply to the signal should be the hoisting of a red light.

This method would entail no expense on the owners of ships beyond the cost of a red signal lantern; every vessel afloat has at least two white lights.

These lanterns should be kept in a place open to all, and the inspecting officer at each port should satisfy himself that they are on board and in good order at the time of sailing.

I ventured to suggest this plan to the Board of Trade about a year ago, after a valuable vessel and cargo were lost entirely through the captain not being able to make those within signal distance aware that his ship was sinking. Had assistance been given, there is little doubt that the ship might have been saved.

A few days since I endeavoured to bring this matter again to the notice of the officials at the Board of Trade, but no notice has been taken of either application, and fearing that the time of that valuable department is so occupied that this simple plan to avoid calamities in future might be lost sight of, I have no alternative but to appeal to the public through your influential paper, in the hope that our great steamship companies and shipowners generally will adopt it.

Your obedient servant,

W. H. HALL,

Vice-Admiral, F.R.S.

48, Phillimore Gardens, Kensington, W., Feb. 10.

It may be mentioned that on the 13th of February, 1873, His Excellency, the Burmese Ambassador, Mengyee Maha Sathoo Kenwoon Mengyee, was entertained at a banquet at the Lord Warden Hotel, in Dover, on behalf of Her Majesty the Queen, by Major McMahon, Major Burne and Captain Upton, R.S.F., on the eve of his departure for his country, after a sojourn in England of nearly twelve months, during which period he has visited nearly every manufacturing city, port, or town of importance, and, doubtlessly, has conceived, and will carry home to his royal master, His Majesty the King of Burmah, the most favourable impressions. He has not lost sight of the vast resources of this country, its institutions, freedom, commerce, wealth, industry, and importance, which can but have a good effect upon the enlightened monarch, who has been so ably represented.

One cannot think too highly of the value of a visit of this nature which must

tend much to promote education, prosperity, and civilisation. It was a wise step taken in the right direction when the king determined to send this mission. Our visitors take back to their distant land sentiments of sincerest gratitude and reciprocity for the hospitality and hearty welcome which awaited them throughout the country.

The party at table consisted of His Excellency, Mengyee Maha Sathoo Kenwoon Mengyee (Envoy Extraordinary and Minister Plenipotentiary from the King of Burmah), Maha Menhla Kyoden Paden Woondouk (Minister of State Second Grade), Attaché to the Embassy; Maha Mengyee Rajah Phungyet Woondouk (Minister of State Second Grade), Attaché to the Embassy; Menllha Mayathoo Seraydangyee (Secretary to the Embassy). Colonel Magrath, R.A., late 17th Brigade R.A., Major M'Mahon, Major Burnes, and Captain Upton, Royal Sherwood Foresters, from the India Office, Colonel Macdonald, Captain Bruce, R.N., His Worship the Mayor of Dover, Mr. W. Forster, Dr. Williams, Mr. Jones (who is attached to the Embassy), Mrs. McMahon, Mrs. Jones, and the Misses Dickinson, His Excellency the Kenwoon Mengyee having specially telegraphed through Captain Bruce to invite Captain and the Misses Dickinson, they having been introduced to the Ambassador on his landing at Dover.

During the evening the Ambassador spoke of the wreck of the "Northfleet," expressing his horror at the terrible loss, and his deep sympathy with the survivors. He said he understood that the orphan was in Dover, and he thought he knew her protector. He said he would like to see the child, and asked for her photograph, which was afterwards given him.

Next morning at the official parting on the pier, at which were present the Mayor of Dover, (E. R. Mowll, Esq.,) the Deputy Mayor, (F. S. Peirce, Esq.,) and the principal members of the Corporation, Colonel Magrath, R.A., Major and Mrs. McMahon, Major Burne, Captain Upton, Royal Sherwood Foresters, Colonel Macdonald, Assistant-Adjutant General, Colonel Gall, C.B., Assistant-Quartermaster General, Captain Bruce, R.N., Admiralty Superintendent, Edmund Jones, Esq. (who is attached to the Embassy), and Mrs. Jones, Mr. William Forster, Colonel Collinson, R.E., Colonel Farmer, R.A., Colonel Franklin, R.A., Colonel Vance, 38th Regiment, Major Daubeny, the Buffs, Captain Paton, Aide-de-Camp to Sir Alfred Horsford, Steriker Finnis, Esq., Richard Iron, Esq., (Harbour Master), and a brilliant assemblage of ladies, little Maria Taplin was presented to the Ambassador. He shook hands with her, as did his chief officer and suite, and kissed her: told her he was very fond of children, and presented her with a sovereign to buy a toy with, and said she must not forget him. It is needless to say that this act of kindness and condescension will never be forgotten by the little one. The gift has purchased a very handsome work-box which bears a suitable inscription in honour of the generous donor.

CHURCHES NEAR WHICH LIE BODIES RECOVERED.

Lydd, or Lid, written in ancient records Hylda, is an extensive parish and ancient market town in the Liberty of Romney Marsh. Lydd partook of the ancient privileges of the Cinque Ports, being joined with Romney, and is still a corporation by prescription, governed by a bailiff, jurats, and commonalty, with very extensive powers of jurisdiction. The bailiff is coroner, and the jurats justices of the peace, with exclusive jurisdiction, and have power to hold a general Court of Quarter Sessions, also a Court of Record, for the recovery of debts: there is a small jail and house of correction.

The market day is Thursday. Lydd is not included in any of the schedules of the Municipal Act.

Leland, who wrote in the time of Henry VIII., says :-

"Lydde is counted as a part of Rumeney: it is a III miles beyond Rumeney town and is a market. The town is of a parte quantite and the townse men use botes to the see the which at this time is a myle of. The hole towne is contayned in one parache but that is very large. Ine the mydde way betwixt Rumeney and Lydde the marsh land beginneth to nesse and arme yn to the se, and contynaeth a prety way beyond Lydde and runnying ynto a point yt standeth as an arm, a foreland, or a nesse."

Camden calls it a pretty, populous town, whither the inhabitants of Prombil betook themselves after the inundation which destroyed that village in the reign of Edward the First. Lydd is now three miles from the sea.

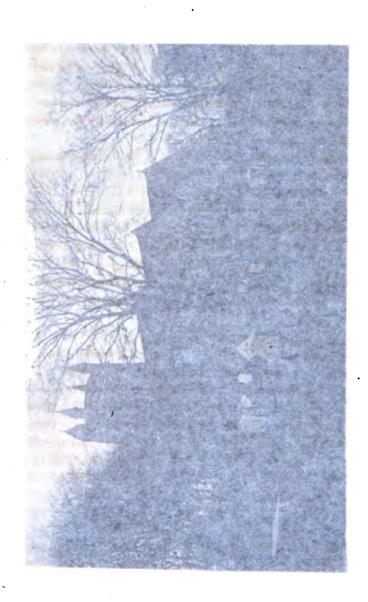
The Church, dedicated to All Saints, is a fine edifice of considerable antiquity, consisting of nave, side aisles, and three chancels, with a handsome tower at the west end, surmounted with four pinnacles, and containing five bells: the interior is well paved, and contains many ancient memorials and gravestones with brasses on them. A lighthouse was erected at Dungeness Point, 4½ S.S.E. from the Church, in 1792, on the plan of the Eddystone lighthouse. It stands about 500 yards south of the old lighthouse.

NEW ROMNEY.

The Church is a large, handsome structure, dedicated to St. Nicholas, consisting of nave, side aisles, and three chancels, with a square tower surmounted with pinnacles at the west end, in which are eight bells. The fabric is very ancient, and the pillars between the aisles are very large, with circular arches and Saxon ornaments.

CAPEL-LE-FERNE.

On the cliffs, midway between Dover and Folkestone, scattered over a bleak and lonely country, the village of Capel rarely receives a visit from any of the



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numerous ramblers and sightseers, who, enchanted with the lovely view from Folkestone Hill, rest there to enjoy the wide-spread landscape and the fresh scabreezes from the Channel.

But Capel is worthy of a visit. Its little church of St. Mary le Merge stands in the midst of a dark circle of pine trees, its diminutive chancel is parted off by three pretty pointed arches, and from the low square tower a solitary bell summons the parishioners to prayer or tolls the knell of some departed soul. In one nook of its quiet churchyard stands a pretty tombstone, with a cross, bearing the simple but touching inscription—

PASSENGER IN
"NORTHFLEET,"
DROWNED 22ND JANUARY, 1873.

The body which now lies sleeping there was cast ashore by the pitiless waves, and for a time lay unknown and uncared for; but soon good friends were found to prepare it decently for burial, and it was then photographed by Messrs. Weston and Sons, Artist Photographers Royal, at Dover. The poor woman was next day buried in Capel churchyard, and the Rev. Frederick Wrench (the minister in charge, for the Rev. George Pardoe, of Alkham Vicarage) performed the ceremony in a most impressive manner; and shrubs and flowers were ordered to be planted over the grave where the unknown lay.

A few days after, however, the gentleman who arranged her funeral was much struck by the strong resemblance between her features and those of a poor woman whose photograph, together with that of her husband and child, had been sent to Captain Oates by some relatives anxious for the recovery of the bodies of their dear lost ones.

These relatives were at once communicated with, and upon receiving the beautiful photograph taken after her death, and also the clothing she wore when picked up, were quite assured that it was the body of Ellen Tough, which had been buried at Capel with such reverent care.

It is most interesting to those connected with the affair to know that Mrs. Tough was a loving wife and mother, and universally respected during the short time she was in the ship. As soon as the name of the poor woman was ascertained, orders were given for the erection of a suitable monumental tablet as recorded above; and on Saturday, February 15th, 1873, her relatives visited the grave, and were deep in their expressions of gratitude for the kind thought of those who had thus honoured the memory of their beloved one.

It should be recorded that the clergymen referred to have behaved in the kindest manner, and voluntarily waived all fees in connection with this last sad rite. Exertions are being made by the Rev. Frederick Wrench to restore the

dear old church and improve the appearance of the ground. Much has been done by this gentleman already, but subscriptions are sadly wanted.

St. Margaret's-at-Cliff.

The church of St. Margaret's-at-Cliff, near Dover, is a remarkably fine specimen of rich Norman architecture, of the best period; and is now considered one of the finest Norman buildings in Kent. The church dates back to the days of King Stephen, and is supposed to have been attached to St. Mary's Priory, in Dover. It has recently been restored at the cost of upwards of £3,000. The mouldings of the west doorway (emblematical of the Holy Trinity), as well as the beautiful tracery of the arcades, chancel-arch, north doorway, are marvellously fresh and perfect. The five east windows of the chancel have recently been filled in with stained glass to the memory of an old parishioner, Mr. James Temple, the late proprietor of a large school in the village of St. Margaret's. He was much beloved by his pupils; and upon the restoration of the church they very willingly responded to the invitation of the vicar, the Rev. E. C. Lucey, and subscribed a sufficient sum to erect these windows as a memorial of his earnest and useful life among them.

Worth, otherwise Word.

Worth Church is an ancient structure, with remains of the Norman style of architecture.

The principal portions, however, are of a later period.

The Norman part consists of a fine pillar at the west end, and a doorway on the north side, having a semicircular arch resting on small pillars.

No records exist to show the exact date of either the earlier or the later portions of the edifice.

The church, as at present existing, consists of a nave and two aisles, one of the latter is cut short at the west end. There is a chancel at the east end, and a tower, quite new, at the west end.

In the church there is a stoup for holy water, and also a piscina, both pointing to pre-Reformation times.

The church has been greatly improved within the last seven years, both inside and out, new windows having been inserted and new pews built.

There are no monuments of special importance in the church itself.

In the churchyard a portion of ground has been set apart for the interment of bodies cast on the seashore of Worth.

The two last interments were those of the bodies of a man and a woman, supposed to have perished in the "Northfleet," when that vessel went down after the disastrous collision off Dungeness.

Head-stones have been erected over these graves in commemoration of that

lamentable disaster. The incumbent, the Rev. Sydney Smith, most kindly permitted them to be placed there, and declined receiving any fees, either for this permission, or for the burial service which he held over the bodies.

Each head-stone bears the following words:-

"HERE LIES THE BODY OF ONE OF
293 PASSENGERS AND CREW,
DROWNED IN THE SHIP 'NOETHFLEET,'
NEAR DUNGENESS,
22ND JANUARY, 1873.

DOVER NATIONAL SAILOR'S HOME.

It must be interesting to the readers of this volume to learn something respecting the origin and progress of the Dover National Sailors' Home, which gave a shelter to the rescued survivors from the wreck of the "Northfleet."

In the winter of 1851-52 the necessity of a Sailors' Home in Dover was first brought under the notice of the Rev. W. Yate by Captain W. Hutcheson Hall, of "Nemesis" fame—now Admiral Sir W. H. Hall, K.C.B. It had long been a source of great surprise to many people, and to none probably more than to Mr. Yate himself, that there should be no suitable place in such a port as Dover for the immediate relief of destitute wrecked men, who were landed on the beach and in the harbour.

Mr. Yate, in 1851, mentioned the whole circumstances to several ladies of his acquaintance in Dover. They were much pleased with the thought of providing a refuge for poor destitute men, and at once guaranteed to pay the whole cost, if Mr. Yate would hire a house, undertake the management, and employ a sailor or a suitable person to superintend. This was accordingly done. Premises were taken in Council House Street. Many friends sent in furniture, linen, and bedding. The first wrecked crew that arrived at the Home were Welshmen, who expressed themselves most gratefully for the kindness shown to them. After watching and waiting for some time, the inhabitants of Dover began to see what a useful institution a Dover Sailors' Home would eventually become. Subscriptions came in very liberally, and at the end of the year, instead of having to apply to the ladies who had insured the expenses, there was a balance in the hands of the Treasurer of £17. 0s. 5d. This, it must be acknowledged, was a very encouraging state of affairs. Whilst the proposals for enlargement were brightened by the enquiries which were made as to the objects and the future management of the institution, it became obvious that much more commodious premises would in a short time be required. The reading-room, though small and inconvenient, was much frequented.

Some London daily papers—among which was the *Shipping Gazette*—the *Dover Chronicle*, and other local journals, being presented gratuitously, were laid upon the table.

The case was made known to Her Majesty the Queen and Prince Albert, who sent for the list of books already in the Home, and for a copy of the rules by which the Home, in all its departments, was managed. The approval of Her Majesty and the Prince was conveyed by an order to the Librarian of Windsor Castle to furnish a number of volumes of good and useful books. It may here be stated that there are now between two and three thousand volumes of literature of every character, and of great variety. Five hundred volumes, by several instalments, of these books were presented by the friends of the Hon. Secretary at Bridgnorth; sixty-five volumes of new, interesting, and valuable works were presented by Miss S. De Lancey, of Cheltenham, and many more friends have added to the number. The Religious Tract Society sent a large number of their most interesting works.

About this time J. A. Beaumont, Esq., visited the Home, and as a wrecked crew were waiting for admission, and the accommodation was very scanty, so that all could not be admitted, he advised that immediate steps should be taken for an enlargement of the operations of the Home. His promises of assistance were very liberal, and they were carried out to the letter. He not only gave a donation of £50, but stated that he would advance, without interest, any balance that might be due when a suitable building was erected, provided the Directors thought it advisable to enter upon such a necessary work, and a suitable site could be obtained. This kind offer was heartily accepted by Mr. W. Yate, who was much encouraged in his efforts—and they were ceaseless—to build a proper Home by the ready sympathy and cordial offers of assistance received from time to time from Mr. Beaumont, who has proved himself to be a most generous friend of the shipwrecked mariner, and whose name will ever be connected with the success of the Dover Home. The Directors concurred heartily in the plans of Mr. Beaumont, and did not fail to render every assistance in their power in carrying them out. The late Captain J. W. Noble, R.N., who died in the second year of his mayoralty of Dover was a great and most judicious friend of the Institution, and his loss was deeply lamented, not only by the Managers of the Home, but also by the whole town of Dover.

A recent Act of Parliament had abolished the office of Master and Warden of the Cinque Ports Pilots, to whom was entrusted the application of the charities known as barque money and Fector's Charity for Sailors. Upon the repeal of the Act, and the pilots being placed under the governance of the Trinity House, the nature of the charity was laid before the Elder Brethren of that Corporation. They refused to have anything whatever to do with it, so that the money which was in the funds would have lapsed to the Government provided no other means for its



Thursday, the 29th of November, the new Home was opened by the Mayor, James Worsfold, Esq., attended by the Corporation, who have always evinced a lively interest in the success of the Institution, and have rendered every assistance in their power. Captain W. H. Hall, R.N., came up from Portsmouth, and Mr. Montague Gore, from London, for the purpose of taking part in the proceedings. The event was celebrated by a public dinner at the Royal Ship Hotel, and the Home was thrown open for inspection for three days, during which time it was visited by several thousands of all classes.

We should mention that at the laying of the foundation-stone of the Home no coins were deposited. The names of the following gentlemen were placed in a hermetically-sealed bottle:—Admiral Sir W. E. Parry (father of the Suffragan Bishop of Dover), General Cosmo Gordon, Admiral Vernon Harcourt, J. A. Beaumont, Esq., Captain W. H. Hall, R.N. (now Admiral Sir W. H. Hall, K.C.B.), Captain J. W. Noble, R.N., Montague Gore, Esq., Alfred Beaumont, Esq. (Architect), and the Rev. William Yate (Treasurer and Honorary Secretary).

The following inscription, written on vellum, was also inserted in the bottle:—
"Salvation will God appoint for walls and bulwarks (Isaiah xxvi., 1).

- "Except the Lord build the house they labour in vain that build it. Except the Lord keep the city the watchman waketh but in vain (Psalm exxvii., 2).
- "May a refuge always be provided for the destitute mariners who may be cast upon our shores.
- "May the blessing of the Lord of Hosts, of God our Redeemer, descend and abide upon all who shall dwell or may be brought beneath the roof-tree of this building.
- "May the shield of Almighty Power so surround Britain that no enemy may ever prevail against her.
- "May the commerce of our country increase and prosper, and the only rivalry between us and other nations be a rivalry in the arts and sciences of peace, so that men may beat their swords into ploughshares and their spears into pruning-hooks, and learn war no more.

"GOD SAVE THE QUEEN."

A life-sized portrait of the Hon. Secretary, painted by Waters, of Dover, was presented by the inhabitants of the town, and was placed in the reading-room. The costly gilt frame was voted by the Dover Lodge of the Manchester Unity of Odd-fellows.

A splendid marine barometer was forwarded from the Meteorological Department of the Admiralty and the Board of Trade, together with a complete set of charts of the coast of Great Britain and Ireland, containing the most recent Admiralty surveys, with sailing instructions and a description of the lights, tides, and harbours.

These latter were forwarded from the Hydrographic Office, and are placed for consultation on the table of the reading-room. A very handsome clock was presented by Miss De Lancey. This was placed in the porch of the Home, and is of great public utility.

The Committee of the Society for Promoting Christian Knowledge, at the recommendation of the late Archbishop of Canterbury (Dr. Sumner), granted a large supply of their publications for the use of the Home. The British and Foreign Bible Society, the Naval and Military Bible Society, and the Religious Tract Society have supplied copies of the Scriptures and of tracts, in the various continental languages, as well as in English, to be given to shipwrecked sailors, so that every one who is brought to the Home may carry with him a copy of the Word of Life.

At the visit of H.M.'s Commissioners to investigate the various endowed charities in Dover, they were pleased to express themselves as perfectly satisfied with the proceedings of the Home, and would not suggest any alteration in the management or in the application of the funds.

A Russian mortar, taken at Hango, was presented by Captain Hall, the officers, and crew of H.M.'s ship "Blenheim." It is placed on a large granite slab in the square. A resolution was passed by the Directors, and forwarded to the Roman Catholic clergyman at Dover, that in the event of any inmates of the Home being Catholics, their priest should at all times have free access to them, and every assistance they required should be rendered by the Superintendent.

It must be mentioned that free passes are granted to wrecked men by the South-Eastern, and London, Chatham, and Dover Railways, but they must bear the signatures of the Shipwrecked Mariners' Royal Benevolent Society, and the crew must be authenticated as wrecked men by the Superintendent of the Home. This is, as we know, a very necessary precaution.

In 1871 the biennial dinner which took place at the Lord Warden Hotel was honoured by the presence of his Royal Highness Prince Arthur, who very graciously, through Lord Granville, consented to preside at the festival. His genial nature, frank address, and unaffected manners have endeared him not only to his peers, but to the very humblest of those with whom any circumstance has brought him into contact. He seems as if he were raising his companions to his own level, and not lowering himself to theirs. In the Artillery at Woolwich, in the Rifles at Canada, and, more recently, at Dover—this venerable and charming watering-place—he has shown how rational enjoyments may contribute to happiness—how hours of ease can be employed profitably—how gaiety may promote pleasure

"Within the limits of becoming mirth."

To those with whom duty or pleasure brings him into association, he is simply in

English gentleman; thorough in all good English habits, presiding over many of our most useful charities, and speaking with ease and facility—putting right words into right places—with promise of future eloquence.

On this occasion the Prince, who discharged the duties of Chairman with a winning grace and dignity that impressed all present, was evidently pleased with the cordial reception which he enjoyed, and presented a cheque for £25 in aid of the funds.

During the time that his Royal Highness was presiding a large wrecked crew landed in the harbour and were conveyed to the Home.

At a special meeting of the Directors, held on Saturday, December 9th, Admiral Sir W. H. Hall, K.C.B., in the chair, the following resolutions were passed unanimously:—

RESOLVED-

"That the most cordial and respectful thanks of the officers of the Dover "National Sailors' Home be presented to his Royal Highness the Prince Arthur "for his kindness and courtesy in presiding at the dinner at the Lord Warden "Hotel, on Thursday last; and that the directors feel assured that the patronage "thus afforded by his Royal Highness will have a very beneficial effect upon the "interests of this institution and of others of a similar character."

RESOLVED-

"That the best thanks of the meeting be given to the Right Honourable Earl "Granville, K.G., for his continued patronage of the Dover National Sailors' Home, and for the influence which, in his exalted position, he has used so "effectually in promoting the objects of the institution."

The biennial dinners have been presided over by several noblemen and gentlemen of the neighbourhood, amongst whom were Earl Granville, Lord Fitzwalter, Lord Sydney, Lord Claud Hamilton, M.P., &c. All of these dinners were largely attended by the commanding officers of the garrison, the Members for the county and borough, the Mayor, and many gentlemen of the town and neighbourhood. The pecuniary results have always been satisfactory. They are social parties where the guests can meet on neutral ground without the slightest reference to sectarianism or politics.

Annual sermons are preached at St. John's (Mariner's) Church, and always realise a sum which is requisite to provide free sittings for sailors.

In summing up our description of the rise and progress of the Dover National Sailors' Home we cannot but come to the conclusion that it must be ranked amongst the most flourishing of similar institutions, and that it is known abroad as well as it is known in England.

We transcribe the list of Patrons, Vice-Presidents, Directors, and officers of the institution as they are now found upon the first page of the Report. The Patrons

are—Her Majesty the Queen of Holland, His Royal Highness the Prince Arthur, Her Royal Highness the Duchess of Cambridge, His Grace the Duke of Abercorn (through his son, Lord Claud Hamilton, M.P.), the Right Hon. Earl Granville (Lord Warden of the Cinque Ports), the Right Hon. the Earl of Yarborough, the Right Hon. Lord Fitzwalter, the Right Hon. Lord Viscount Sydney, G.C.B., the Right Hon. the Earl of Radnor, J. Augustus Beaumont, Esq., F.G.S., Sir Edward C. Dering, Bart., Major Dickson, M.P., Charles Freshfield, Esq., Admiral Sir W. H. Hall, K.C.B., F.R.S., E. Leigh Pemberton, Esq., M.P., the Hon, G. W. Milles, M.P., and Sir George Jessel, M.P. (Solicitor-General). The President is the Mayor of Dover for the time being; the trustees of the building, the Harbour Commissioners; the trustees for the endowment are gentlemen appointed by the Court of Chancery (for that portion in the hands of the Chancery Commissioners). The Vice-Presidents are C. Stein, Esq., J.P., S. M. Latham, Esq., J.P., Captain Hyde, H.E.I.C.S., Steriker Fennis, Esq., J.P., J. G. Churchward, Esq., J.P., J. F. Crookes, Esq., J.P., Rev. E. S. Woods, M.A., the Collector of Her Majesty's Customs (Dover), W. H. Payn, Esq. (Coroner), the Harbour Master (Dover), Rev. J. Bampton, M.A., Captain Cow (Superintendent of Pilots), H. R. Smith, Esq., Captain Bruce, R.N., Henry Johnson, Esq., Captain Jenner, R.N., Hon. Captain Moreton, R.N., Edward Hales, Esq., Captain Morgan, R.N., Dr. Sutton, and Dr. Gill (Admiralty Agent). The Directors are Mr. W. J. Iron, Mr. A. Bottle, Mr. Marsh, Mr. Dyne, Mr. J. Birmingham, Commander Morrison, R.N., Mr. Henry Cox, Dr. Colbeck, Mr. G. Browne, Mr. Samuel J. Davies, Rev. B. Pearce, Mr. William Forster, Mr. Harvey, and Mr. P. Sisco. The Hon. Surgeons are Messrs. Sutton and Colbeck; the Hon. Solicitor, George Fielding, Esq.; the Treasurer and Hon. Secretary, Rev. W. Yate (Minister of St. John's, Mariner's, Church); the Resident Superintendent of the Home and Collector, Mr. G. A. Hatch.

Since the foundation of the Home the following is a list of wrecked crews, consisting of 3,317 men, who have been received:—

United Kingdom		• •		• •		220	crews
French	• •	• •		••	• •	83	,,
American	• •	• •	• •	• •		6	,,
Danish	• •	• •	• •	• •		16	,,
Norwegian		• •	• •	• •		27	"
Danish, Dutch, Swedish, Austrian, Italian, Russian					• •	24	,,
•							
						376	

The late gales make the number of wrecked crews 382.

Such a list should excite the sympathy of the benevolent. It forms a claim upon them for a share of their contributions. Surely of all men the shipwrecked

sailor is amongst the most destitute of the sorrowing sons of earth; he comes to us as a stranger, almost without a friend.

At a special meeting of the Vice-Presidents and Directors held in the Board-room, on Friday, November 22nd, the Mayor (E. R. Mowll, Esq.), in the chair, the following gettlemen very kindly consented to act as Trustees to the Endowment Fund, and were so appointed:—J. A. Beaumont, Esq., F.G.S.; Captain Bruce, R.N.; H. Johnson, Esq., London and County Bank; and the Rev. William Yate.

To those who have watched the origin, rise, and progress of the Home, the recapitulation of its labours will no doubt be a welcome reminder of its benefits; to the younger generation of readers it will be an example that will point the moral conveyed by the Good Samaritan.

The survivors from the "Northfleet" were brought to the Sailors' Home in Dover in three batches, and the noble manner in which the Institution answered its purpose may be best estimated when we say that, although the Superintendent had not had a moment's notice of the great demands that would be made on the resources of the Home, the shipwrecked people, as fast as they arrived, were nevertheless supplied with dry clothing, breakfast, and, two hours later, with a capital dinner, many friends of the Home being present, and lending a willing hand in the "serving out" of the good fare. One of the most energetic was Mr. W. Clark, who worked day and night, unceasingly attending to the requirements of the shipwrecked emigrants and sailors. Most of them were rough navvies, and one of them had been shot in the leg by Captain Knowles, who was anxious that no men should get into the boats until the women were safe. The representatives of the London papers came down to Dover and visited the Home in the evening, and they spoke in terms of the highest praise of the great attention that was paid to the survivors of the "Northfleet" by the Rev. W. Yate, and by Mr. and Mrs. Hatch, the Superintendent and his wife. Fifty of the men were conveyed to London on the afternoon of Thursday, the 23rd of January, and the remainder on the following day, free passes having been furnished them all by the London Chatham and Dover, and South-Eastern Railway Companies.

The owners of the "Northfleet" have presented to the Rev. W. Yate, the hon. secretary to the Dover Sailors' Home, a magnificent épergne in recognition of the kind and generous conduct he displayed in attending to the wants of the survivors. The testimonial consists of a large and handsome silver épergne, standing upon a silver pedestal, inlaid with plate glass, beneath which again is an ebony stand. At the base is a group of elegantly carved dogs in silver, and the stem of the épergne is twisted in the shape of a palm-tree branch, which supports a glass vase for flowers. The inscription upon it is as follows:—"Presented to the Rev. W. Yate, Minister of St. John's Mariners' Church, by the owners of the "Northfleet" (Captain E. Knowles), which vessel was run down off Dungeness, the 22nd

of January, 1873, as a token of respect and gratitude for his benevolent care of Mrs. Knowles and the other survivors of the ill-fated vessel.—25th of February, 1873."

VISITORS TO THE WRECK.

Dover is too universally well-known to need any description here. Every one is well aware that it is an important military station, with numerous and extensive fortifications; that from its old historical associations and present prosperity it is the favourite resort of many, who prefer it to some more fashionable watering-places. Its proximity to France and Belgium makes it the great highway to all parts of the Continent, and it has well been called the "Key of the Kingdom," not only from its position, but from being strongly fortified. Its commerce has very largely increased during the last few years, and the great improvements now being carried on at the Harbour give every promise of future prosperity.

Dover has many charitable institutions, which appeal largely to public sympathy, particularly its Hospital, Sailors' Home, Seaman's Hospital, &c., &c. These institutions named have all been aiding in the good work of alleviating the suffering of the survivors from the wreck of the "Northfleet." In speaking of Dover, the New College should also be mentioned, as an excellent institution little known at present, but which is doing an excellent work in training the minds of many young lads, and fitting them well for the duties of life.

The first and second day after the disaster brought many relatives and friends of those who had been on board the unfortunate ship to Dover, to make inquiries after those they hoped were saved, yet feared were lost. Every information was given them, and many thought they would like to visit the spot where the fearful event had happened. Taking an early train of the South Eastern Railway from Dover, one arrived in a few minutes at Folkestone, an antiquated town as regards the lower part of it towards the harbour, but which in the course of the past few years has become a favourite watering-place, and a most fashionable resort, thanks to a great extent, to the influence of the Railway Company and the Continental Packet Service. It may be well, perhaps, to give a short description of

FOLKESTONE AND THE COAST TO THE WESTWARD.

At the time of the Conquest, Folkestone was undoubtedly a place of great importance, and it may have been even prior to that period a stronghold of no mean importance, in the defence of the south coast. From its propinquity to *Portus Lemianus*, the famous Roman port of Lympal, and the many Roman remains found in the vicinity, we incline to the very popular belief that it owed its origin to those pioneers of civilization, the legions of immortal Cæsar.

In "Lambardis perambulations," we find it asserted that Folcestone or Folstane, owes its name to two Saxon words, signifying "a rocke coast, or flaw of stone, which beginneth here, for otherwise the cliffe from Dover, till you come almost hither, is of chalke." Another account of Saxon date, extracted from the deed of gift, by which King Athelstane transferred the district to Archbishop Wulfhelm and translated into scarcely recognisable English by Leland, gives the following quaint sketch of the old town and its environs "Folchestan ys a v miles fro' Dover, and be algesse stondeth very directly upon Boleyn (opposite Bologne.) Hard upon ye shore yn a place cawled ye Castel yard, be great ruines of a solemne old nunnery, yn ye walls whereof yn divers places apere greate and long Briton brikes, and on ye right hand of ye quier, a grave trunce of carved stone. The castel yard hath been a place of great burial, yn so much as wher the se hath woten on ye banke, bones apere half styking owt." Leland also adverts to the existence then of a monastery and abbey, dedicated to the Blessed Virgin, where St. Eanswith was buried, and states that it was destroyed by the pagans.

We find after comparing the various accounts that a nunnery was built by the Saxons, and that here St. Eanswith passed the greater part of her days; that this edifice was raised by the danes or destroyed by an encroachment of the seaand that in the year 1095 a monastery for Benedicts was erected in its stead further inland by Sir Nigel de Muneville; this however in its turn was not destined to remain long intact, for the sea encroached to such a fearful extent that in 1138 (the very year that Queen Matilda, escorted by her brother Robert, Duke of Gloucester, returned to England, to assert her rights, in defiance of her cousin Stephen then on the throne) Sir William d'Albercis or d'Averenches, the Lord of the Manor, built a new church still further inland and gifted it to the Benedictines It was restored in Edward III.'s time, by John de Seagrayes, Kt.: at the wish of his wife Julianne, who however did not live to see her design executed. A small portion of the walls remained until very lately, when improvement, that enemy of antiquaries required its removal. Thus did we lose an interesting memorial that many would fain have permitted to stand. Percival Barlow in his History of Europe published in 1776, gives the following:—" Folkestone, a place of great antiquity situated on the sea side, was formerly of some consideration but at present only a small village. It had anciently five churches, a nunnery, a watch tower, and a castle. On the ruins of the last a fort was erccted in 1068." It may be interesting to note that the churches have entirely disappeared as also the fort, which was built by William d'Averenches, the first Lord of the Manor, to whom this part of Kent [was apportioned by William the Conqueror as expressed in Domesday Book. Folkestone was prior to this event, a portion of the immense territory of the mighty Earl Godwin, and would appear to have suffered equally with that district, also belonging to the influential Earl, now known as the Goodwin sands.

The Manor of Folkestone was subsequently held by de Crevecœurs, de Sandwiches, Seagraves, the Earls of Huntingdon, Earls of Essex, and afterwards by the Herdson family. In 1622 it passed to Basil Dixwell, and in the latter part of the same century to the Desbouverie family, who still enjoy its possession. At present it forms a part of the property of Jacob Pleydell Bouverie, Earl of Radnor, and Viscount Folkestone.

In 1378, the greater portion of the town was burnt by the French and Scots, then allied against Richard II., and appears to have remained in a reduced state until 1540, when a harbour was commenced under Henry VIII., who afterwards paid the town a visit. During the turmoil attendant on the Spanish Invasion, Folkestone appears to have shared in the preparations made to receive the formidable foe, for several small vessels were furnished by the townsfolk, and many improvements made in the discipline of the inhabitants, and the fortifications of the place. It was at this time that Queen Elizabeth paid Folkestone her memorable visit of inspection. The only record we have of this event is, that Her Majesty was received with great pomp and ceremony by the mayor and authorities of the town, and was entertained and lodged at Sandgate Castle. The result of the attempted invasion, and the fate of the invincible Armada, need no comment. Folkestone is justly proud of the share her ancestors took in that great event. Ancient Folkestone stood much further seaward than does the modern town; indeed, the sea appears to have made such inroads here as to have entirely changed the line of coast between Dover and Dungeness Point. In proportion to its encroachment here, it has receded at Hythe, leaving bare the tract of land called Romney Marsh. The famous Roman port of Lympne, to whose entrance the sea once flowed, was situated four miles further inland than the present coast line, as its ruins testify. Folkestone stands on very unequal ground, at the base of the hills, which, four miles to the eastward, form the chalky promontory of Shakespeare's Cliff. The streets of the old town are narrow and steep, and so constructed as to be scarcely capable of improvement; of this, however, little need be said, the new town claiming chiefly the attention and notice of the stranger. The new town is situated on the summit of the Cliff within five minutes' walk of the sea. It is regular and well built, the thoroughfares spacious and airy. Within the last twenty years prodigious changes have taken place; indeed, the march of progress seems to have gone on at the double. Where their fathers used to play and gather flowers in infancy, terraces and squares have sprung up, and the Lees, instead of being a pasture for sheep, presents the appearance of an unrivalled promenade, lined with noble villas; the crowded resort of the fashionable and wealthy. Folkestone is seventy-one miles by road from London, and seventy-eight miles by rail. It is a branch of the Cinque Port of Dover, and ranks as a borough, with a mayor and corporation. Before the "Municipal Corporations

Act," of 1835, it was a Corporation by prescription, consisting of a mayor, who was one of twelve jurates, a recorder, town-clerk, chamberlain, and twenty-four common councilmen. The mayor and chamberlain were chosen annually, by the freemen, on the 8th September, at the ancient cross in the church-yard, the steps to which still remain, surmounted now by a handsome sun dial with carved stone pedestal, presented by Mr. Richard Hart, clerk to the magistrates, to commemorate the ancient usage.

The Town Hall.—The foundation stone was laid in 1856, under the Improvement Act obtained in the preceding year. The principal entrance faces the Sandgate Road, and leads into a corridor, with doors on either side, conducting to the magistrates' and town-sergeant's rooms. The large hall is situate at the top of the stone staircase at the extremity of this corridor. It is 75 feet in length, and 40 feet in breadth. The roof is arched, and, like the walls, is profusely decorated. About the doorway is a gallery divided into three balconies, capable of accommodating about 200 people. Here the county court and quarter sessions are held, and public entertainments in rapid succession. The market place is situated at the back, beneath the hall. On the top of the building, facing the Sandgate Road, is a pediment, containing a handsome illuminated clock, presented by the Member for the borough, Baron Meyer Rothschild. Leaving Folkestone one soon reaches—

SANDGATE.

Sandgate is about a mile and a half distant, in which parish it is partly erected. It is situated at the foot of the hill, and is supposed to have derived its name from the nature of the soil upon which it stands. The town is of no great antiquity, most of the houses having sprung up during the last few years, but the castle dates from a more remote period.

Sandgate owes it origin to a Mr. Wilson, who settled there about the year 1773, as a ship-builder, and built himself a residence and several rows of wooden houses for his workmen. In 1794, an encampment was formed on the adjoining heights, and barracks were shortly afterwards erected for infantry and artillery. In consequence of the military, Sandgate began to be sought after as a watering-place, and many lodging-houses were consequently erected. At the breaking out of the Crimean war, a number of wooden huts were erected to accommodate the German Legion, raised in 1845, and reviewed here by Her Majesty in the summer of 1855. When the Legion was disbanded at the declaration of peace, Shorncliffe, owing to its healthy situation and proximity to the sea, was adopted as a station for regular troops, to accommodate 5,000 men. We believe it is in contemplation to erect permanent barracks, instead of the wooden huts which are becoming every year less habitable. Shorncliffe Camp is well-known throughout the United Kingdom.

Sandgate consists principally of one street, running east and west, at the foot of a range of hills, on the very brink of the sea, of which it commands a delightful prospect. The view of Hythe Bay, and the Marsh, with the distant lighthouse at Dungeness is open to the whole of the houses in the neighbourhood. The houses are clean and cheerful, and the later erections to the west of the town are lofty and elegant in their construction.

Passing through here, Seabrook is next come to. This romantic pretty place will, by-and-by, become a large and prosperous town, without doubt. A railway to connect it with Folkestone and Hythe is being constructed. The first sod was here turned by H.R.H. Prince Arthur. Here is also a station of the Kent County Constabulary, under Superintendent Dewar, who rendered good service in the case of the poor woman who was washed ashore from the "Northfleet" in this district.

HYTHE.

Hythe,—in ancient records called *Hethe*, in Domesday *Hede*, and according to Leland, in Latin, *Portus Hithinus*, *Hythe*, signifying in Saxon, a port or haven,—was within the bailiwick of the Archbishop, who appointed a bailiff, annually, to act jointly for the governing of this town and liberty, which was constituted a Principal Cinque Port by William I., on the decay of West Hythe, previous to which time it had merely been within the liberty of the Cinque Ports.

Here is a splendid canal, made during the Pitt Administration, as a defence against any invading force.

There is excellent fishing to be had here, and sometimes during a hard winter it is the fashionable resort of brilliant skating parties from the neighbouring garrison and camp.

The School of Muskerry is situated on the Ashford Road, at the western extremity of the town; it was built by Government for the purpose of instructing in the use of the rifle small parties of officers and men from each regiment in the service, who in turn impart instruction to their comrades.

The range is on the beach, and is a most excellent shooting ground.

According to Leland, Hythe once contained an abbey and four parish churches, one of them (the ruins of which are still to be seen) at West Hythe, the present church of St. Leonard's (then a chapel to Saltwood), being included in the number. The town suffered greatly during the reign of Henry II., and Godwin and his son, during their exile, carried away and destroyed all the shipping lying in the haven.

It is surmised that as the sea receded from Lympne (*Portus Lemanis*), West Hythe sprang up in consequence of the loss of that ancient port, and that the present town was eventually built when West Hythe was left high and dry by the recession of the tide.

The church dedicated to St. Leonard occupies an elevated situation, on the acclivity of the hill above the town, and is a handsome cruciform structure, partly in the Norman and partly in the Early-English style of architecture, with a tower on the west end, in which are eight musical bells.

In 1748, the tower fell down. It was rebuilt, and the church was repaired by a brief; at this time the south transept was taken down by the Deedes family and rebuilt by them, with a vault underneath for their burial.

The middle or high chancel is approached by eight steps from the middle aisle, and three more towards the altar; the windows are lofty and remarkably elegant, especially at the east end.

On the south side are small double arches and Bethersden pillars, similar to those on the sides of the choir of Canterbury Cathedral.

In the crypt or vault under the east end of the middle chancel is piled up a vast quantity of human bones and skulls, the pile being 28 feet in length and 8 feet in height and breadth.

They are supposed, by some, to have been the remains of the Britons slain in a bloody battle, fought on the shore between Hythe and Folkestone, with the retreating Sexons, in the year 456; and they are said to have attained their present whiteness by lying for some time exposed on the seashore. Several of the skulls have deep cuts in them, as if made by some heavy weapon.

In opposition to this theory a board in the vault states, that in the reign of Ethelwolf, the Danes landed on the coast of Kent, near to the town Hyta (Hythe), and proceeded as far as Canterbury, which they burned. At length the Danes were defeated in an engagement, and pursued to their shipping on the seacoast, where they made a most obstinate resistance.

The Britons, however, were victorious, but the slaughter was prodigious, there being no less than 30,000 left dead, and their bones were afterwards piled in heaps, and removed to one of the vaults of this church at Hyta.

Now commences a low flat country, very wild and picturesque; the wide expanse of shingle is almost inconceivable, and a visit to the district can alone give any adequate idea of the peculiarity of the scenery; driving along a road which is not of the best, being mostly constructed of beach, into which the wheels of the carriage sink, you come to Dymchurch Wall.

This is a most important structure, backed up by faggots and timber, with a thick embankment of earth and rock, and faced with stone. Men are constantly at work keeping it in repair. It protects from the sea upwards of 24,000 acres of rich grazing and arable land. The management of this is in the hands of gentlemen who are called "Lords of the Level." They impose a tax of so much per acre upon the landowners, whose fields are protected by the wall, according to the expenditure. This charge is called "Scot-Money," and it amounts to an average of about 5s.

per acre per annum. A meeting of the "Lords" is held quarterly for the transaction of business and the auditing of accounts. Here also must be noticed the roadside well-known hostelry, the "Ship," kept by mine host John Caister and his kind-hearted wife. Better catering or more comfortable quarters cannot be found throughout the county.

To lovers of field-sports Dymchurch is well known; it is a splendid coursing district, and those who meet continually here know, that under the direction of Mr. John Jones, J.P., of Grove House, a day of glorious sport is insured. The number of hares to be "found" is something wonderful; the land seems to abound with them, and after a most pleasurable day's outing friends meet a hearty welcome and most generous hospitality at his home.

After passing several Martello towers, upon each of which a single smooth-bore cannon, or 32-pounder is placed, and which are now inhabited by the coastguardmen, the next place of interest as the high road is followed along the coast, but bearing away somewhat inland, is New Romney. This is the nearest town to the scene of the wreck; it is a parish, seaport, market town, and member of the Cinque Ports Liberty of Hastings. The town is supposed to owe its origin to the decay of the ancient port and haven of Old Romney, which, being rendered useless by the withdrawing of the sea from it, New Romney became frequented in its stead.

ROMNEY MARSH.

Romney Marsh was known to t'e ancient Saxons, as appears by the Saxon Chronicle, by the name of Mersewarum; and in a grant of King Offa to Archbishop Janibert, about the year 795, it is called Merseware, by which name, Camden says, the inhabitants of it were called, viz., Viri, Palustrus, Marsh, or Fen men. Many opinions exist as to the origin of Romney Marsh; some assert that it was once wholly covered by the sea; others say it was only a large swamp, covered in many places by the tide at times, and by the water of the river Lymene and Rother. This was a large navigable river in ancient times. It rose in the county of Sussex, flowed down to the town of Appledore, on the northern or inland side of this marsh, and thence separated into two channels. Romney Marsh is now a spacious level of marsh ground, lying on the southern coast of Kent, between the upland hills and the sea shore. It is about ten miles in length from east to west, and four miles in breadth from north to south.

Leland, who wrote in the reign of Henry VIII., says:—"Rumeney is one of the V Ports, and hath been a netely good haven, yn so much that within remembrance of man shyppes have cum hard up to the towne, and cast ancres yn one of the chyrch yardes. The se ys now a ii myles fro the towne, so sore thereby now decayed that wher ther were iii great paroches and churches sumtyme is now scant one wel mayteined."

Leaving this town and port by a winding road which makes the distance twice that which it might be, Lydd is entered, and immediately the impression made upon the mind of the visitor is most remarkable, the place is so quiet, and so unlike modern towns. It is a primitive little village, three to four miles from Dungeness Point, and separated from it by a dreary stretch of marsh shingly land and beach. Before getting from Dover to Lvdd, there are six miles of rail and fifteen miles of posting to be done, the latter over a road that for some miles skirts the sea, and finishes by leading the traveller through New Romney Marshes. From the beach at Lydd, the three masts and topgallant yards of the wreck were for a time plainly visible; when the weather was bright the wreck might be seen from the tower of Lydd Church. With weather charmingly bright the tower was mounted, all hoping to see the promised sight; but neither telescope nor opera-glass could bring within range the relics of the emigrant ship. Around the church clustered the neat little cottages and gardens of Lydd. Far away to the east it was possible to make out the chimney pots of Dymchurch, whilst New Romney seemed almost within bow-shot. To the north and west the grass-grown marshes stretched; and then to the south was the sea, literally "a silver streak," glistening in the sun, and looking as peaceful as if it had not, even at the spot gazed upon, opened its jaws and swallowed at a single bite some three hundred human beings. Nothing of the wreck of the "Northfleet" could be seen.

Lydd has a corporation, and considerable tracts of land are held by them in trust for the benefit of their constituents. All the coast-towns or villages hereabouts look as though they had been bigger and more important, as no doubt they once were. The churches seem built for twice the population now clustered within sound of the curfew-bell, and the existence of municipalities receiving considerable revenue and some exceptional privileges reminds you that you are in the district of the old Cinque Ports, and that they once held communities rich, prosperous, and influential. One reason for the decay of Lydd, New and Old Romney, and other quaint places in the district, arises from the fact that, though once ports of some note, an unkind freak of father Neptune has gradually withdrawn the sea, which once brought commerce and fortune to their doors. Old Romney is now miles removed from the sea, which has gradually receded all along the coast, leaving a vast beach of unequal width extending almost to Rye. Leaving Lydd you have to pass over two miles of this shingle before you reach the coast-line. It is hard to drive or ride on, though harder still to walk on. The navvies, fishermen, and others connected with the seaside, always fasten upon their boots by a leather strap two pieces of wood, which form something between the snow-shoe and an Englishman's clog or patten. These pieces of wood are called "backsters," doubtless a corruption of "backstays," meaning a stay which prevents the foot from slipping back when set into the pebbly track. With these supports, after a little practice,

you glide along by a nondescript motion, which is something between skating and walking, when otherwise you would sink over the ankles at every tr ad. At the best, however, progressing is not easy, and there is a strain upon the muscles of the leg which you feel for many hours. Patches of fifrze, which are few and far between, alone relieve the monotony of this singular desert. Near the beach proper is a low-lying battery, crenated on the land face for musketry, and armed with four 68-pounders and one 7-inch Armstrong gun; a few artillerymen under the command of a non-commissioned officer form the garrison, and here could be seen salvage from the wreck which was washed ashore—two pieces of rough planking, which had, perhaps, formed a partition door below deck between the space allotted to the married and the single men. Further along the coast is a fort called the Grand Redoubt. Close by the battery is a signal station, the names passing are made out by the man \mathbf{of} vessels re sent to Lydd to be telegraphed to London. on duty, and coastguard station and the men in the lighthouse further west complete the little colony of Dungeness. Far out in the Channel (and the distance looks even greater than the two miles which more practised eyes assign to it) lies the wrecked ship, the tops of its three masts showing conspicuously above the water. But it is not the only vessel which has met its fate on this dangerous coast; the masts and timbers of several may still be seen at low water embedded in the sand, which will eventually swallow up all traces of their existence. The signalman can give you glibly enough a whole catalogue of ships which have come ashore in East Bay, or have been run ashore as the last resource to save the lives of the crew. You may see distinctly the remains of the "Spindrift," and of a famous China clipper. They lie much nearer shore than the "Northfleet," and the people on board her, happier than the poor emigrants, escaped with their lives. The "Electra," the fine screw steamer which came into collision with another vessel, also lies here, and divers until lately have been employed in recovering her cargo, and will probably be so employed again. The "Ann," of Truro; the brig, "Helen Knapp;" the "Belinda," a Guernsey vessel; the Rhoda, of "Whitby," with her head on the beach; and close by her, broadside on, a French sloop; the "Matoka," a full-rigged ship in ballast; the "Jane May," of Falmouth, which was wrecked off No. 2 Battery, the crew being saved in their own boats; the "Morning Star," bound from London, for Trinidad, all these and other wrecks, within a mile or two of the coast, and within a space of a few years, attest the danger that in thick weather awaits vessels bound down or up Channel. In the East Bay lives are rarely lost, but in the West Bay the sea is heavier, and wrecks are more dangerous to life. An exception to this rule is afforded by a Danish vessel, the "Aakenden," of Copenhagen, which came ashore in the East Bay and went to pieces, with the loss of all on board.

In thick weather one sees how it is that for centuries past good ships have

gone ashore here and strewn the coast with wreck. Despite its admirable light-house, Dungeness remains the point of danger to seamen in this part of the Channel. It takes a good pair of eyes even now to see the lighthouse from the shingle, though the tower rises a hundred feet high, and one can easily understand how the intense glare produced by the electric light may often be reflected seawards from the tower in vain.

At such times a fog-trumpet bellows hoarsely from the point over the sea—a monstrous instrument blown by compressed air, and housed close by. When the wind blows from the right, you may hear its far from dulcet notes at Appledore, 12 miles inland, and it has quite superseded the screech of the whistle and the monotonous boom of the big bell which hangs close by the tower. The men in charge of it may, by inserting iron tongues of varied thickness, change the notes of this giant's horn and make them shrill or deep, whichever seems best suited at the time to prevail over the roar of the sea. But there are many days and nights of foggy weather when the fog-horn has not a chance in competing with its harsh, unmusical voice against the mighty noise of wind and wave. A short time after the wreck of the "Northfleet," for example, it was blowing its hardest in the thick weather to warn off mariners from the coast, yet three ships went ashore within a mile of Fog-horn Villa, as the ugly red house is called which holds this hideous horn and its steam-engine.

Like other places, Lydd hopes one day to gain importance by a railway. Such a line has already been projected, and the proposal is to carry it to Dungeness Point, for the benefit of the shipping in the Roads, the fishing smacks, and the lighthouse. It seems only reasonable, however, to ask that Lydd shall first provide a road over the two miles of shingle which lie between it and the Point. This shingle is at all times difficult to pass over, both for horse and foot, and for heavy vehicles it is next to impracticable.

In Leland's time Lydd was only a mile from the sea. "Mydde way between Rumney and Lydde," he says, "the marsh land begynneth to neose and arme ynto the sea." The town is now four miles distant, and in strong westerly gales from 40 to 50 yards of pebbly beach have been known to be thrown up at the Point. An inscription in the present lighthouse, built in 1792, states that the old structure which it replaced stood 540 yards to the northward, but by the formation of new beach it "became useless to navigation." Not many generations may elapse before the same epitaph may be written of the present lighthouse, which, when built, was 100 yards distant from the sea at low-water mark, but cannot now be less than 350 yards distant. Thus Dungeness Point, shifting in a south-easterly direction, makes every year slow advances towards the French coast, a curious natural formation which has hardly attracted the attention it deserves.

Before bidding farewell to Lydd, we must pay a passing tribute to the warm-

hearted hospitality and kindness of its inhabitants. Even a long life spent in this low marshy land of fever and ague, is not sufficient to destroy the genial dispositions of the dwellers in these almost unknown districts.

Some years ago a terrible wreck occurred off Dungeness, many lives being lost; a report reached Lydd that some few survivors were upon the beach in a wretchedly destitute condition, having neither food, clothing, nor shelter of any kind.

The heart of one good Samaritan in the old town (Mr. John Prescott) was so deeply touched by the piteous tale of misery, that he immediately ordered horses to be harnessed to a large wagon, in which he had placed a liberal supply of food, clothing, and blankets, and started for the scene of the disaster. There he found between thirty and forty poor German emigrants, in a pitiable condition; but, quickly clothing the whole number, he managed to pack them safely in his wagon, and taking them to his own home, housed and fed them for nearly three months, and would never accept any remuneration for his expenses.

The emigrants were sent back to Hamburg, and their simple tale of the great kindness of their generous benefactor so aroused the gratitude of the Senate of Hamburg, that it voted a silver medal to Mr. Prescott, with a letter expressing its high appreciation of his humane conduct. Mr. J. P. Wellard, who was a visitor at his house when the wreck occurred, rendered great assistance also to these poor people in providing for their comfort. This was a most memorable night for Lydd. Dr. Proctor was going down to the seaside in his dog-cart to give medical aid to the shipwrecked emigrants. In passing over the beach, his horse took fright, and precipitated him into a large pond of deep water. He would have been drowned, but for his faithful Newfoundland dog "Lion," who sprang in and swam to him. He could not obtain hold of his master in consequence of his wearing a mackintosh upon which his teeth slipped; at length, strange as it may appear, but it is true, the sagacious animal turned round, placed himself in front of his sinking master, who, seizing his tail, was literally towed ashore, and succeeded, with the poor dog's help, in getting up the bank.

The horse and cart was stopped, and being without a driver, search was made, and Dr. Proctor was found in an exhausted state, but still being guarded by his faithful companion, the preserver of his life.

"Lion," to the sorrow of the Doctor and the inhabitants, died soon after. A railed-in flag-stone in the garden marks his resting place. Poor-faithful Lion!

DIVING OPERATIONS.

Soon after the news of the foundering of the "Northfleet," an experienced body of divers at Whitstable were telegraphed to, and came down to the spot at once, and placed themselves in communication with the Agents. For a day or two no arrangement could be made, but diving cutters fully manned and equipped arrived in the Roads, and after some negotiation an agreement was effected to remove the spars, or any dead bodies, and then raise the cargo if possible, and bring it to Dover, and barge it thence to London.

The cutters engaged are as follows, viz., the "Prosperous," the "Star," and the "Edith Annie." Nothing of importance has been done; the cutters have been in attendance, but the tide runs too strong to stay long enough to make much show of anything recovered, although they have removed the masts.

Doubtless, should the weather prove fine, a great portion of the cargo will be recovered before this work is in the hands of the public.

The divers go below, not in the old-fashioned "bell," but clad in the waterproof dress and helmet, with which most visitors to the Polytechnic are familiar. A heavy metal shoulder-piece, leaden weights round the dress, and leaden soles to the boots, take the diver to the bottom rapidly enough. He is let down by a rope by his comrades on the little vessel. The life-line enables him to signal to the men who are pumping down to him fresh air through the supply pipe which is screwed on the diver's helmet. The diver's existence depends on the most vigilant watching of the signals by his comrades, and the constant pumping of neither too much nor too little air. The usual time for remaining under water is an hour, but a terrible story is told at Dungeness of a diver employed in the summer of 1872 in recovering the cargo of the "Electra," wrecked in the East Bay. Somehow, the supply-pipe fouled in the shrouds, and the poor man could not free himself. gave the danger signal to his comrades above, but they found that they could not haul him up without breaking the gutta-percha tubing. For nearly three hours he remained below in dreadful suspense. According to his own account, in his despair, he tried to cut the life-line with his knife; fortunately he did not succeed in severing it, for had he done so he would have lost nearly all chance of escape. In the attempt he cut his finger severely, and them became insensible, and for a long time the men overhead got no signals from him. On reviving he found that the slackening of the tide had disengaged the apparatus from the rigging, and giving the usual signal, he was hauled up in safety, though greatly exhausted by his long submersion. His companions thought he must be dead, and would have sent their only other diver down in search of him, but this man happened to be away at the time. The diver who so miraculously escaped was at work a few days afterwards, as though nothing had happened. Warner, the other diver, lost his life in the wreck very shortly afterwards. Such are the dangers of this very arduous vocation.

The fishing smack "Ann," of Dover, has been engaged to anchor just over the wreck, and burn a riding-light at night, in order to warn passing ships of the hidden danger beneath the waves, which might seriously damage them.

ADJOURNED INQUEST AT LYDD-VERDICT OF THE JURY.

The adjourned inquest on the body of Mr. Brand was resumed at the Town Hall, Lydd, on Friday, the 21st February, before Mr. Finn, High Bailiff. Mr. H. Stringer, Solicitor, of New Romney, and Town Clerk of Lydd, examined the witnesses on the part of the Bailiff; Mr. Knocker, Town Clerk of Dover, appeared for the owners of the steamer "Murillo;" and Captain Oates on the part of the owners of the "Northfleet."

The only witness examined was John Beveridge, at present residing at the Well Street Sailors' Home, London; and the only surviving passenger who was on the deck of the ill-fated vessel at the time of the catastrophe. He said—I was a passenger on board the "Northfleet." I knew the deceased, Mr. Brand, who was also a passenger on board. I saw him every day: The ship dropped anchor on Tuesday; about 1 o'clock. On Wednesday night I was below, and many of the rest had gone to bed. We were anchored in Dungeness Roads, between two and three miles from the shore. I went on deck on Wednesday night, as near as I can say about half-past 10 o'clock: It was the 22nd day of January. There was a drizzling rain, and a moderate breeze from the shore. I was standing on deck smoking, when I heard the man on watch call out, "Ahoy! ahoy!" and blow a whistle. I had then been on deck 10 minutes. I walked towards the man; but before I reached him I could see another vessel coming up, and almost in a moment she had run into the "Northfleet." It was a steamer without figure-head, straight bowed, and had no gilding. She had two masts. I was standing by the watch, and was within a yard or two of the steamer: I was standing just opposite to the place where the steamer ran into the ship: I walked to the place, and found the deck bulged up; and I said to the watch, "How is this?" and he said, "I don't know." I then called out to the steamer and asked them to stand by, and the sailors also called out. I could not see any one on board the steamer: If there had been persons on the forepart I could have seen them. I could not if they were elsewhere. The steamer was higher out of the water than the "Northfleet:" Then the steamer was leaving us, and rounding our stem. After this I went to the boatswain's cabin, and when he came out I told him that a steamer had run into us. The riding-light of the "Northfleet" was burning brightly on the side where the steamer struck us. I then went below, and met a great many men coming up, and I told them to go back, as it was all right. I had not then seen the damage done below. I saw that all the berths were driven from their places. I then took up a bag of clothes and went on deck. Seeing the confusion there, I took it back, and again ascended to the deck. The steamer was just then rounding our stern. The men on the deck of the "Northfleet" were shouting to the steamer. When the steamer struck us I walked to the place, and was then within a yard of her, and the watch and I could have

got on board of her easily. I saw Mr. Brand standing on the poop, and he had a lifebuoy in his hand. From the time when the steamer struck us the deck was illuminated with rockets and blue lights. I saw two boats leave the ship; they were filled with people. There was great confusion on board. After the boats had gone I took to the rigging, and the next minute water came over the bows of the vessel, and washed the deck. She lifted herself, and then went down. I was in the rigging of the mainmast. Afterwards I was taken off by the "Princess" pilot cutter, and landed at Dover, where we arrived at a quarter past 12 o'clock on Thursday. The steamer was a screw make. I did not see Mr. Brand after I saw him on the poop.

A Juryman.—Where were you standing when the steamer struck the "Northfleet"?—In the hind part of the vessel.

By Mr. Knocker.—I did not see the lights on board the steamer. I should think the watch was calling out two or three minutes before she struck us. The vessel came out of darkness; the next moment a hissing noise was heard, and she struck us. I must have heard if any one had called out from her.

The witness then said, with the permission of the Coroner he should like to make a few remarks. He had seen from the papers that the greater part of the praise seemed to have fallen to the share of Captain Kingston, of the steam-tug "City of London"; but it was his opinion that had she lowered her boat and steamed slowly towards the "Northfleet," although she might have crushed three or four persons by so doing, it would have been the means of saving many more lives, and possibly there might then have been some one present better able to tell the sad tale of the disaster than himself. He thought that Stanley, the mate of the "Princess" pilot cutter, and the men who were with him, were deserving of all praise. After the light carried in the small boat had twice been extinguished by the rough sea, they continued their efforts to save life. He also explained that the John Beveridge who at the last enquiry was brought from Berwick-on-Tweed, in mistake, was his uncle.

The Coroner, addressing the jury, said they had heard the evidence, and there were two points for them to consider—the cause of death, and who was responsible. The cause of death was unquestionably the water, and, although they had serious suspicions of the cause, they had no evidence to prove what vessel it was which caused the disaster. He should therefore advise them to return an open verdict.

The jury retired for about a quarter of an hour, and on their return delivered their verdict, which was as follows:—

"That the said Samuel Frederick Brand came to his death by exhaustion in the water, by reason of the foundering of the 'Northfleet,' on board which he was a passenger, in the East Bay at Dungeness on the night of the 22nd of January last. The

said vessel, the 'Northfleet,' was run down while at anchor by a steamer whose name and nation are unknown, but that there must have been great negligence or carelessness on the part of those in charge of the said steamer." The jury also add to their verdict that great praise is due to the masters and crews of the pilot cutter "Princess," the lugger "Mary," and the tug steamer "City of London," for the exertions in saving the lives they did. The jury also consider that if the steamer which caused the collision had stood by the sinking vessel instead of so unmercifully leaving her to her fate most or all of the lives would have been saved. They also consider that a distinct code of signals of distress should be established.

In closing this volume, a brief resumé should be given of all the principal incidents, and the kind indulgence of the reader asked. The ship "Northfleet" was at anchor on Wednesday night off Dungeness, with nearly 400 persons on board, besides a valuable cargo. She was suddenly run down by a steamer, and nearly cut in half. She rapidly filled and sank, and only eighty-five out of the whole number of the crew and passengers were saved. A calamity so fearful in its extent and in its suddenness has rarely occurred on our coasts, and it was attended by a peculiarly shocking incident. The steamer which ran the vessel down made off without any attempt to render assistance; she left the ship to sink, and disappeared so completely that her very name and nationality were unknown. She was believed to be a foreign-rumour said a Spanish-vessel, but nothing more was known of her. Such a disaster adds a new horror to the perils of the sea. If there' is any situation on the ocean in which emigrants might consider themselves safe it is at the anchorage off Dungeness in fair weather. There is a splendid lighthouse on the point, illuminated by electricity; other ships were at anchor in the vicinity; there was no material danger in the condition of the elements; a ship at rest need fear no collision; she might almost be considered as still in harbour, and her passengers were sleeping, in all the security of proximity to the English shore. Danger was the very last thing they would dream of, and even if it arose they would feel sure of succour. On a sudden the ship is cut down as mercilessly as by a steam-ram in a naval engagement, the passengers are face to face with a sudden death, and no succour is at hand. There is a rush for self-preservation. which is happily controlled by the bravery and determination of the captain; a handful find refuge in the boats, and at the last moment two or three small craft come to the rescue. But it is too late for effectual assistance, and beneath the gleam of English lights, and within easy reach of a crowded English roadstead. nearly three hundred souls sink into a sudden grave.

The conduct of the steamer appears so shocking that one hesitates to speak of it as it seems to deserve. Yet, unless she sank herself, which seems impossible, there seems no escape from the conclusion that those in charge of her deliberately aban-

doned to her fate the ship they had run down. For the honour of humanity we must hope that some excuse may be forthcoming; but none is easily conceivable. The charge is not that she rendered no assistance, but that she never waited to learn whether any assistance was needed. The sole object of those who had control of her must have been to escape from any legal consequences of the collision. It must, in mercy to them, be presumed that they had not the slightest idea of the damage they had done. A collision, of course, however slight, may give rise to a claim for damages, and a captain is under a strong temptation to take no more notice of such an accident than he can help. The mere impulse thus to avoid the claims of justice is itself reprehensible; but to indulge in it at the risk of leaving crew or passengers to perish is an act of atrocious recklessness. We must hope that in these seas, at all events, it will not prove possible for such an act to be committed without being traced home to its authors and thoroughly investigated; and if it proves to be as bad as it appears, no legal penalty would be too severe. The perils of the sea are sufficiently grievous without being aggravated by man's inhumanity, and it is only what might have been expected that sailors should have acquired a reputation for kindliness of heart. They witness and encounter so much danger that it becomes their habitual impulse to relieve it. If the abandonment of the "Northfleet" was a deliberate act, it will be reprobated with peculiar indignation by seamen, but it will be none the less necessary to stigmatize it as it will deserve by the brand of the law. Mere recklessness under such circumstances is highly criminal, and it ought to be established as a first principle that any captain who after a collision fails to wait and learn the extent of the damage he has inflicted is guilty of a heinous offence.

The Channel is notoriously a somewhat dangerous region, but only for ships which are both in motion and crossing each other's paths. A ship at anchor ought under no circumstances to be run down by a steamer in full course. It is stated by the survivors of the "Northfleet" that her lights were duly set. The night was "squally, with occasional showers of rain," and there were apprehensions of a gale. But that the weather was not rough is sufficiently proved by the successful efforts of the two or three small craft which went to the rescue. In such circumstances it ought to have been as easy for a steamer to avoid the "Northfleet" as to avoid the "North Foreland," but, of course, it would have been impossible for her when lying at anchor to get out of the way. All she could do was to burn the proper lights, and, if she did this, there must have been some inexcusable negligence on board the steamer. This, again, is a point on which the requirements of the Maritime Code ought to be rigorously upheld. The danger of collision is, no doubt, greatly increased by the fact of fast steamers crossing the tracks of sailing vessels without regard to wind or tide, and it is the more essential that every known possible precaution should be observed. In these days there ought,

at all events, to be no difficulty whatever in affording effectual warning by means of lights. As the electric light has superseded oil at some of our principal lighthouses, so, if necessary, some more powerful lights than those at present used might be applied to ships: It may be safely said that such a disaster as the present ought never to have occurred, and ought never to occur again. If a ship is not safe at anchor in moderate weather off Dungeness, when is she in any degree of security? A passenger on board the "Northfleet" that night might reasonably have considered himself as safe as in London, and nothing but some unpardonable omission can have disappointed his confidence. The disaster is one of those which ought to be effectually prevented for the future, and no pains will be too great to insure that the lives of nearly three hundred emigrants shall not have been lost in vain.

One of the strangest features of this calamity is that it should have occurred so near the shore, and among so large a body of shipping, without attracting immediate notice and assistance. On account of the westerly winds a whole fleet of vessels was anchored near the "Northfleet." Immediately after the collision rockets were fired, bells were rung, and the usual signals of distress were given. But these were taken by some to be merely signals for a pilot. Some of those nearest the vessel did not know till the next day that anything had happened. The disaster may have the effect of directing attention more closely to the expedients by which such occurrences may be prevented. Every year the Channel is becoming more dangerous, and the precautions which were sufficient in the old days no longer insure safety. The slow-sailing craft of forty years since, with their tub-like build and their leisurely movements, might be trusted not to do each other much harm, if they were provided with a ship's lantern or two in their rigging. The vessels which now rush up and down Channel bear no more resemblance to them, than a Hansom cab, tearing along under the promise of extra fare, bears to one of the old lumbering hackney-coaches. The rate at which the steamers move, and the difficulty of checking them, make the ordinary lights a very insufficient protection in a dark or foggy night. They are not seen until it is too late to avoid the collision, in which, from the momentum acquired by extraordinary speed, even a small vessel can sink a great one. If danger arises from the speed of modern vessels, it arises also from their number and size; indeed, the Channel is as a London street of the present time, compared with the same thoroughfare in the last generation. Legislation has done much of late years to diminish the risks of a seafaring life, and to insure the safety of passengers and cargoes, but continual accidents suggest that on many points more efficient regulations are needed.

One great point, that of having special signals of distress, by which any vessel can implore help in an unmistakeable manner, has been brought prominently before

the public by this disaster. By some extraordinary fatality the distress signals of the "Northfleet" passed unheeded, and these 293 unhappy creatures perished miserably with the means of help all round them. Rockets were fired by the dozen; half-a-dozen blue lights were burning on deck at once; yet the lifeboat stationed at Dungeness Point was not launched by the coastguard who had charge of her; not one of some 200 vessels in the roads heeded the signals, and the crew of the cutter answered them as though they were merely the ordinary signals for a pilot, made by people who, for some reason or other, were in rather an unusual hurry to get one. The pitiable sight of the ship sinking while deliverance was literally within hail; the hapless people on the deck, who must have thought themselves abandoned in their extremity; their despairing shrieks, some holding up their little children high overhead, as though at least this mute appeal should prevail, form an appalling picture of misery.

A practical suggestion has been made that the rockets and lights burnt by ships in distress should be of some prescribed colour—presumably red—so as to distinguish them from ordinary signals for a pilot. Had there been such a distinctive colour here, the lifeboat at Dungeness would doubtless have been launched in time to rescue many of the emigrants, and other help might have been forthcoming.

There is still further cause for disappointment and wonder in the fact that only one person was rescued out of the crowd who were on the deck when the ship went down, excepting those who took to the rigging. There were life-belts in the boats of the "Northfleet," and, from the statements of survivors, it is known that when all efforts to launch the three remaining boats proved useless, the lashings were cut, so that as the water rose the boats might float. The loose spars were also cut adrift, and, one would have thought, might have supported two or three score of people in the water. Four men were picked up floating on the bottom of one of these boats, by the crew of the second boat belonging to the cutter, and one man clung to the chains of the steam-tug, and was dragged into it. But, with these exceptions, and not taking into account the survivors in the two boats picked up by the steam-tug, spars, boats, life-belts, all were useless. Then the rigging was accessible without much difficulty, and 100 people might have clung to it. But this resource also failed, save to the 21 men taken off by Stanley, the mate of the "Princess" pilot cutter, under the directions of James Pilcher, the master, and assisted by the cutter's crew. Amid so much that is depressing and almost unaccountable it is satisfactory to note, though the fact does not appear in Stanley's evidence before the coroner, that all who clung to the rigging were saved, notwithstanding the long and dreary time of suspense which many of them underwent. endurance of some of the survivors rescued in this way was sorely taxed, and, but for the new energy which hope lent them, it is probable that some would have

s uccumbed. The last half-dozen remained two hours clinging to the fore rigging after Stanley first appeared, and hardly any but strong men could have retained their hold on so bitter a night. As it was, the last survivor was so worn out and chilled that he was got away with difficulty; and the cutter's crew had to employ themselves in rubbing the half-frozen limbs of some of the emigrants, in order to restore circulation.

The last incident which may be mentioned in Stanley's evidence is his story of a strange boat which he hailed, but which seemed to have rendered no assistance. It is just possible that, in the gloom, he may have taken the other boat of the cutter for a stranger. He himself strongly repudiated the possibility, but it is more agreeable to suppose that he was mistaken, than, that the crew of any neighbouring vessel, though on the spot, could deliberately leave shipwrecked men to the risk of drowning.

On the miserable Saturday after the wreck, one gleam of sunshine pierced the dark cloud of sorrow that hung so heavily over nearly every home in Dover. This was the receipt of the following message from the Queen, conveyed through the President of the Board of Trade to the Secretary of Lloyds':—"I have Her Majesty's commands to convey Her Majesty's heartfelt sympathy for the survivors of the 'Northfleet.' Her Majesty is especially solicitous as to the state of Mrs. Knowles." To this a reply was despatched by Lloyds' agent, stating that Mrs. Knowles, though naturally in great distress, was bearing her sorrows bravely, and had left Dover for London, taking under her charge the little girl, Maria Taplin, who was made an orphan and left almost friendless in the world, with such awful suddenness. Great satisfaction was expressed everywhere at the interest shown by Her Majesty in this most distressing case, and the heroism of Captain Knowles demands universal sympathy for the young widow he has left. They had been married but six weeks, and when Mr. Knowles, from Chief Officer, became the Commander, she claimed eagerly the privilege of the Captain's wife to accompany her husband. It seemed like a stroke of fortune given in their favour at the very moment it was courted. Nothing could be more touching than the story of their parting—she clinging to him and begging to stay and share his fate; he resolved to do his duty, to stay by the ship, and, however bitter the parting with her, to die, if death came, with honour. It was the resolve of a high-minded man and a true seaman. He kissed her tenderly, called to the boatswain, who had charge of the boat, to take care of her, and then turned to his work, straining every nerve at the supreme crisis to save, first, the most helpless of his passengers, but striving, as we have seen, in vain. His name and memory deserve honourable record with those of men who filled higher stations, but could have had no higher sense of duty.

The proceedings at the inquest showed how gross and how criminal was the negligence which hurried all these poor people to the spirit world. Again, it was

established on the evidence of experienced Channel pilots that the "Northfleet" was anchored in what should have been a perfectly safe position in the roadstead. from 1½ to 2 miles inside the track of steamers passing up and down the Channel. The riding light of the "Northfleet" was clearly visible; and though at times the night was dark and thick, this light, at the time of the collision, might have been seen by the look-out men of a steamer coming from any direction. According to the boastswain, John Easter—a fine young sailor, who gave his evidence with great feeling and also with great clearness—the watch on the deck of the "Northfleet," as well as the passengers who had hurried up on deck when the ship reeled under the shock of the collision, hailed the steamer with shouts and entreaties, which must have been heard by the people on board her. Besides this, whoever else doubted. she, at all events, could have been in no doubt as to the meaning of the rockets and blue light sent up from the "Northfleet" directly after the collision. large a vessel as the steamer, standing much higher out of water than the "Northfleet," as the boatswain deposed, might have laid alongside the "Northfleet" "without fear of the suction," which is the dread of seamen in such cases. "She might have thrown us a brace," said the boatswain, "and then we could easily have passed on to her decks the greater number, if not all the people we had on board."

A deep, stern indignation showed itself among the people present at the story of this shocking inhumanity, as again told by one of the men who had so narrowly escaped from the wreck. This feeling changed to one of emotion when the boatswain spoke admiringly of the courage and self-possession shown by Captain Knowles. his anxiety if possible to save the women and children, and his noble but ineffectual efforts with that end. When speaking of the conduct of the male passengers, Easter could not restrain his anger and impatience. If, he said, they had listened to reason, and if order could have been restored on board, the boats might have been got out and might have made, at least, two trips to the steam-tug, which was then at the distance of only about five minutes' pull. They crowded into the boat which the captain ordered the boatswain to clear for the women and children. It was Easter's business to throw them back again into the ship, and he did throw many of them, but as fast as one was thus disposed of, his place was taken by another, and the navvies even crept under the thwarts—the seats which stretch across a boat—in order to resist being forced out. In this way precious moments were no doubt lost, and in the short space which remained the ship's company was rendered almost powerless to save either themselves or the emigrants. Easter told how the Captain first snapped a cap at the men who refused to obey him, and how he then shot at one man, whom he hit in the leg. But the navvies had lost all self-control, and, being strong, rough, resolute fellows, were quite able by their superior numbers to shoulder the crew aside, and set at naught the Captain's

orders. "Nothing else would do for them," said Easter bitterly, "but having the boats to themselves." They did, in fact, get possession of a second boat, into which not one woman or child could penetrate. In this boat they put off hurriedly from the ship, with only one oar, having neglected to put the plug in. "I shouted to them," said the boatswain, "but they did not hear me, they were shricking and raving so." The result was that their boat soon became in a sinking state. The water rose to the thwarts, and they could barely make their way to the "Kingsdown" lugger, which again lost valuable time on its way to the wreck. because it had to stop and take in those men. They left the "Northfleet" sinking themselves and pursued by shrieks. They were crying, "Save us, save us," when they reached the bows of the lugger, and they were saved, one fears at the price of better lives. Easter also recounted the Captain's last words. He had ordered the boatswain's crew to put off from the "Northfleet" and lie on their oars within hail. In two or three minutes he came to the ship's side and asked how things were with them. In lowering the boat it had been badly stove, and Easter therefore told him it was in a sinking state. "Shove off, then," said the Captain; "God bless you! Mind your charge! God bless you!" It was hardly possible to listen without emotion to this simple advice given by that noble fellow, who turned away in the sight of his young wife, in order to die at his post. When last seen he was on the poop along with Mr. Brand and the surgeon. An extract published from a medical paper spoke of the surgeon, and in this sad narrative his name should not be forgotten. He was a German, named Hermann Kunde, and along with Mr. Brand he appears to have stood by Captain Knowles to the last, in the hopeless attempt to preserve order among the emigrants. Heaven knows, these men must not be judged harshly at so supreme a crisis, but among them the brute instinct of selfpreservation had obtained entire mastery, leaving no room for either the reason which would have told them how alone all could be saved, or the mercy and manliness which would have suggested consideration for the weak and helpless.

So completely out of her course was the steamer which ran down the "Northfleet," that if this steamer had kept her course after the collision she would have run ashore at Dungeness Point. Of this there appears to be abundant testimony. The "Northfleet" was run down when she might have been supposed to be almost as safe as though she were in the docks. When once this unexpected catastrophe occurred, a remarkable chain of fatalities stopped the means of escape. By most of the people who saw them, the rockets sent up were believed to be mere signals for a pilot. Then, in sponging the ship's gun, the head of the sponge came off, and in trying to extract this the head of the worm came off. Thus the gun, which could hardly have been disregarded by neighbouring ships or by the Coastguard ashore, failed at the critical moment.

It is said that a homeward-bound vessel, in the joy of the captain's heart at

reaching home, or wishing to get rid of an old stock of rockets, has been known to send up as many as 40, though merely wanting a pilot; and that the Bremen boats are in the habit of saluting each other as they pass. The signals of the "Northfleet" were set down on board the Kingsdown lugger as an exchange of rockets between the Bremen boats, and the master, who had been deceived before, refused at first to waste his time in what he declared would be a fruitless chase. Thus five minutes were lost before the lugger stood towards the "Northfleet," and on this fatal night every minute was lost at the cost of human lives. In short the old fable seems to have been exemplified; other vessels in the Downs have cried "Wolf," and the poor people in the "Northfleet" suffered through false alarms by which the pilots and coastguard had ceased to be alarmed, even when there was terrible reason for hurrying to the rescue. The Board of Trade will, no doubt, consider whether this practice of firing rockets indiscriminately and without check should be allowed to continue, or whether a distinctive light should not be introduced and restricted under renalty to use as a danger signal. More painful and more unaccountable than all were the silence and apathy among the shipping which was anchored near the "Northfleet." It is generally right to say that, as the wind blew off the shore and the "Northfleet" was, with one exception, the outside ship of the fleet, the screams and cries for help might be carried seaward, without reaching the ears of the drowsy watch on board the inshore-lying vessels, some 200 of which were in the Roads. But the "Corona," a large vessel belonging to Dundee, was anchored within 400 or 500 yards of the "Northfleet," and there is evidence that the anchor watch on board the "Corona" not only saw the rockets and blue lights, but heard the screams, and were too lazy to report the fact to the captain. The chief boatman at the coastguard station said he was told by the captain that if he had known of the collision he could have saved the lives of at least 100 of the passengers in his boats. One of the party asked a question which implied a rumour that the Captain of the "Corona" placed two men of the watch in irons, as a punishment for this deplorable inhumanity. Until one hears it confirmed by more positive evidence, one is reluctant to believe that the screams of drowning men, women, and children—and such screams at such an hour could only come from them-were disregarded by seamen, in order, apparently, to save themselves trouble in launching their boats. Perhaps the charitable interpretation is that the watch on board the "Corona" and other vessels anchored close by were more than half asleep at the time, and listened in stupid wonder, without understanding what they only half heard.

It was reported a day or two after the disaster that the delinquent steamer had been discovered, sunk, in the West Bay of Dungeness, and the owner of the "Murillo," a Spanish steamer, who landed from his vessel at Dover about two hours before the accident, believed that it was the "Murillo" that came into

collision with the emigrant ship, and destroyed both the "Northfleet" and itself In his opinion, the "Murillo," being an iron steamer, constructed of thin plates, sank in a few minutes, and that this is the reason why no assistance was given. There has been no relaxation of the efforts to discover the missing steamer. It is difficult to understand that the steamer should have been so fatally damaged as to sink immediately. The statement of James Beveridge, who is said to be the only survivor of those, who were on the deck of the "Northfleet" at the time, is that the steamer came stem on, and struck the "Northfleet" amidships. Thus the damage done to the "Northfleet" was likely to be far greater than that suffered by the steamer, and it seems incredible that the steamer should have been so crushed as to sink at once. On the other hand if she kept affoat for any time, it is wonderful that no one on board the "Northfleet," in the boats, or on shore should have known anything of the matter. The account given by those on board the "Northfleet" is that immediately after the collision the steamer cleared the ship and was soon altogether out of sight. Did she steam down Channel, ignorant or careless of the calamity she had caused, or did she go to the bottom?

In any case, the statement of the owner of the "Murillo" is of the highest importance. The time, as given by him, agrees with that of the disaster; and his statement confirms the suspicion previously entertained that it was a Spanish steamer that had done the mischief. Unless the steamer be found lying bodily beneath the waves, the inquiry must not be given up. It will be ascertained whether she really ran down the "Northfleet." Fortunately for the interests of justice, concealment in these matters is impossible. A steamer cannot run down a vessel of 940 tons without a tremendous shock to the assailant. In the Atlantic it often happens that a powerful steamer runs down a small vessel, as the fishing craft on the Banks of Newfoundland, and does not feel it; but the crash which destroyed the "Northfleet" must have brought every man in the steamer to the deck. Though a captain or a first officer may keep silence to save himself and avoid compromising the interests of his owners, the crew and passengers have no such motives for reticence, and humanity urges them to tell all they know. What remedy there may be against her owners or her captain is a further question, which, perhaps, will not admit of a very satisfactory answer.

lloyds' List contained the following reports from its agents relating to the "Murillo":—

"Lisbon, January 29, 7. 25 P.M.

"The 'Murillo' steamer, from Antwerp, stopped at Belem, which is unusual, and left suddenly without landing Lisbon cargo; was fresh painted starboard bow black and red to water line; had slight indention near anchor davit port bow.'

"[The Spanish Consul in London stated, with reference to the above report,

that the "'Murillo' steamer was painted in London and Antwerp just before starting on her present voyage, and that she received the indentation in her port bow about two years ago while entering the port of Havre.]"

"Cadiz, January 30.

"The 'Northfleet' was run down undoubtedly by the steamer 'Murillo,' expected here this evening. She was wired to Lisbon to come on immediately to Cadiz if in collision, and did so."

" 8, 45,

"The 'Murillo' arrived; ascertained to have been the ship in the collision with the 'Northfleet.'"

Lisbon, January 30, 10. 20 P.M.

Another report says:—"Bows on one side newly painted. Belem Customs' officials suspended; steamer illegally despatched for Cadiz."

On the 31st of January, the following telegram was received from Mr. M. Pherson, Lloyd's agent at Cadiz:—

Cadiz, January 30.

"It is positively ascertained that 'the steamer' Murillo' was the ship which came into collision with the 'Northfleet.'

"The vessel arrived here at 7 to-night, and has no apparent damage."

The "Murillo" belongs to a regular line of Spanish screw steamers, which leave Millwall Docks every ten days for Lisbon, Gibraltar, Cadiz, and Seville. There are five ships belong to this fleet—namely, the "Valdes," the "Zurbaran," the "Carpio," the "Velasquez," and the "Murillo." The ships occasionally call at Antwerp, and it was from the latter port that the "Murillo" sailed on her last ill-fated voyage. There is a singular coincidence in the circumstances attending the former commanders of both the "Northfleet" and the "Murillo." It is well understood that Captain Oates had given up the command of the "Northfleet" to his gallant successor, Captain Knowles, only a day or two before the ship left the East India Docks, in consequence of having been subposned as a witness for the prosecution in the forthcoming trial for perjury of the Claimant to the Tichborne. estates. Captain P. Marc, up to a few weeks since, commander of the "Murillo," was in November last summoned overland from Seville (in which port the "Murillo" was then lying) to give evidence in a case, in which the charterers of some goods by that ship are endeavouring to enforce from the underwriters the insurance upon a quantity of wines thrown overboard while, as Captain Marc alleges, the "Murillo" was in imminent danger when off the Spanish coast. This suit has led to a necessity for Captain Marc's prolonged absence from duty, and the "Murillo," meanwhile, has been under the direct command of a Spaniard, named Felipi Berruti. This man has held for some time past what is considered in Spain a master's certificate, and during the past 12 months has acted under Captain Marc as first mate

of the "Murillo." The chief mate of the "Murillo" is named Don Manuel Herrera Palacios, and the officers in charge of the engines are Englishmen. The "Murillo" was built, it is said, for Spanish owners, in England—Messrs. Robert M'Andrew and Co., of Bond-court, Walbrook, to whom the ownership of this ship has been attributed, made a declaration at Lloyds' that their only connexion with the "Murillo" was in the capacity of agents for a Spanish company, and not as owners themselves of the ship.

The accidental landing of Captain Marc from the "Murillo" at Dover on the 23rd inst. occurred in this wise, it is said:—Being at Dover when the "Murillo" passed down Channel, bound for Antwerp, and having no occupation, in order to kill time, he took passage in his old ship to Antwerp, and it was on his return voyage from that place that he landed with Mr. Swainton, the Channel pilot, at Dover.

It is to be feared that the conduct of the captain and crew of the "Murillo" is only one of many similar acts of inhumanity. Only the other day it fell to Sir Robert Phillimore to reprove the captain of the "Prince Eugene" for similar behaviour. A vessel impinged upon a smaller craft, stove in the bow, and left her crew to sink or swim. We fear that such scandals will too frequently occur so long as the law retains its present unsatisfactory character. In the Merchant Shipping Act of 1862, there is a clause which has not been brought to the front in the recent discussions, and which is substantially as follows: "In every case of collision between two ships, it shall be the duty of the person in charge of each ship, if, and so far as he can do without danger to his own ship and crew, to render to the other ship, her master, crew, and passengers (if any) such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision." A reasonable and proper provision, it will be said. But what is the punishment if disobedience to this provision be proved? Only suspension of the master's certificate, or, at worst, the cancelling of it—a punishment manifestly inadequate. There is also a want of proper inducement to masters, who fall in with a vessel in distress, to take the trouble of saving life. Originally there was no power to award salvage dues in respect of life. This defect was remedied, but only inadequately so, by the Merchant Shipping Act. The late Dr. Lushington, however, weakened the force of the enactment by declaring that "the Legislature had not given salvage for the saving of life all over the seas," and by confining the operation of the Act to English vessels within three miles of land. Will no Member of Parliament see to the remedying of this anomaly?

The citation in personam issued from the Court of Admiralty, at the instance of the owners of the "Northfleet," against the alleged owners of the "Murillo," as the delinquent vessel, was made returnable in six days from the service, but no appearance was entered. By the process the parties were warned that if no appearance was entered the Court would take measures to proceed with the suit.

The Madrid *Imparcial* of February 10th, stated that the enquiry instituted against the "Murillo," at Cadiz, had not elicited any trace of her culpability; but that the inquiry was being continued, and the captain and officers on board under arrest.

The acting captain of the Spanish merchant steamer "Murillo" surely must have forgotten, at the moment he steamed away from the disaster he is charged with having caused, that he carried on board his vessel three witnesses, who could neither be coerced nor suborned into a denial of the facts. These were the two engineers and a passenger, named respectively Bethell, Goodeave, and Bell, all Englishmen.

The chief engineer of the "Murillo," Mr. Giles Bethell, belongs to Painswick, Gloucester. He testified that, after leaving London, the steamer proceeded to Antwerp, which port she left on the 21st of January. They took shelter in Flushing that night, proceeding the next morning (22nd) on their voyage to Lisbon, Cadiz, &c. At Dover they landed their Channel pilot and their captain, Don Pascual Marc, who was ill. The chief officer, Don Felipi Berruti, assumed command, and they stood out to sea. The chief engineer was at this time below attending to the engines. They worked full speed till about 10 P.M., when he received orders to go at half-speed. In half an hour or so the speed was still further reduced. They were going under easy steam till about 10.45, when suddenly he received orders to stop and reverse his engines, which he did instantly. Next moment he felt the steamer strike something, but down in the engine-room the shock did not appear to him very severe. He rushed on deck, and saw that they had come into collision with a large ship ahead. tinctly that she had a very brilliant light burning at the head of the foremast, and she appeared to be riding at anchor. Instantly returning, as was his duty, to the engine-room, he saw nothing more of what was passing on deck. The next moment he received orders to put on easy speed, and they continued at that pace all night, not stopping till they arrived at Portland next morning. Mr. Bethell felt they ought to have stood by the other ship till they had seen whether they had done any damage or not. Soon after the collision he spoke to the captain on the subject, and the latter remarked that he did not believe they had done much injury to her. He thought they had struck her somewhere about the chains, and, after carrying away the beam to which they were attached, had sheered gently off. They did not communicate with the shore at Portland, but left when the weather moderated, and in due time arrived at Lisbon, from which place, without landing any cargo, they proceeded to Cadiz, which they reached on the 30th.

Mr. William Goodeave, of Wandsworth, Surrey, the second engineer, was off duty at the moment of the collision, and in his state-room on deck talking to Mr. Bell, the passenger, who shared the room with him. He confirms all Mr. Bethell's details as to the movements of the steamer up to the moment of the collision. He said of the latter that his attention was attracted by sudden noises

and bustle on deck. He had just time to cry out to Mr. Bell, the passenger, who was undressed in his berth, "Look out! We are going into a ship!" when he felt the shock, which jerked Mr. Bell out of the berth. Rushing to the deck, he found they had struck the ship on the starboard side. She appeared to be a long ship, with painted ports, white figurehead, and had her foremast light burning brightly. Mr. Goodeave corroborates the fact that at the moment of the collision the engines had been reversed, and they were going slowly. The ship was in sight for four minutes afterwards. As the "Murillo" backed astern, Mr. Goodeave thought it was the captain's intention to go round her, and the idea that they were leaving her never entered his head. He distinctly heard voices of men, women, and children crying "Don't leave us! Send boats!" One voice repeated this cry ten or twelve times. He himself hailed them, "We shall not leave you." As he did not speak Spanish, he turned to some of the sailors of the "Murillo," and, pointing to the boats, said "Boat, boat!" to them, but they took no notice.

Mr. Samuel Bell, of Jarrow, the passenger, describes the voyage from London to Antwerp; the stay there, where they loaded about 500 tons of iron rails for Lisbon, and other cargo for Gibraltar and Malaga, leaving Antwerp on the 21st of January, put into Flushing that night: landed Channel pilot and master at about 9 p.m. of the 22nd at Dover. An hour and a half afterwards, being in his berth in the second engineer's room on deck, he heard unusual noises and commotion, and instantly felt the shock of a collision which knocked him out of his berth. The second engineer, who was standing by him, exclaimed, "For God's sake, put on your things, as we are into a ship!" Mr. Goodeave slipped on his trousers and ran on deck. He found they were just clear of the ship, and backing astern. Loud cries were proceeding from the ship of "Don't leave us; send boats!" He and Mr. Goodeave replied, "No; we shall not leave you." All this time the captain and boatswain were on the bridge. In a few minutes Mr. Bell was horrified to find they were steaming down Channel, without stopping to make any inquiries or to render any assistance. Mr. Bell says the ship was a large one, and at anchor. She had a very bright light at her foremast head. Next night they put into Portland roads, but did not communicate with the shore. They arrived in the Tagus on the night of the 28th. Next morning they proceeded to Lisbon, but, strange to say, did not land any cargo there. At 3 in the afternoon they set off at full speed for Cadiz. At 7 p.m. on the 30th they anchored in Cadiz Bay.

To the credit of Admiral Beranger, the Minister of Marine at Madrid, it should be mentioned, that the moment he read the particulars of the disaster in the first English papers which came here, and long before he received any official communication from our Minister, Mr. Layard, on the subject, he telegraphed to all the Spanish ports, ordering the arrest of the captains and officers of the "Murillo" and

the "Pelayo" the moment they arrived. It will be remembered that at that time both these steamers were under suspicion. The innocence of the "Pelayo" has since been established, and by virtue of these orders of Admiral Beranger, the captain of the "Murillo" and his two mates were placed in custody at Cadiz pending the result of official investigations. Mr. Layard was most prompt and energetic in his appeal to the Spanish Government, and at his instance the latter directed the authorities at Cadiz to lend Mr. Consul Reade every assistance.

The surveyors requested by Mr. Daniel M'Pherson, Lloyd's agent at Cadiz, to examine the Spanish steamer "Murillo," reported, on oath, as follows:—

"We, the undersigned, having been ordered by Mr. Daniel M'Pherson, Lloyd's agent at this port, to hold a survey on the Spanish screw steamer 'Murillo' to ascertain if she has sustained any damage, also to report if she shows any signs of having been in collision recently, proceeded on board this day, and found as follows, viz.:—

"Upon a careful examination inside we cannot find any damage sustained, either by her upper works or below water. We carefully examined all rivets and butts in fore peak, and found all perfectly tight, and not the least sign of a leak at or near the stem. We found that a loose scale of rust, about 1 feet 6-inches in length by 10-inches in width, had fallen from the second plate from the main deck on both sides, at 4 feet from the stem, and was now lying on its edge on the stringer plate below, evidently having fallen through concussion or otherwise, as the scale is not broken, but lying whole against the plate on the stringer Outside we found the Peacock's paint at the 10-foot mark on stem, and 8 inches abaft the stem, marked with black paint, and up to the 14-foot mark. There are appearances of the ship having been in contact with wood. These appearances are more distinct on the starboard side of the stem than the port side. We found a sharp dent in the second plate from the main deck, under the port cathead. This indention does not appear to have been done recently, as we found the iron had a coating of red-lead under the black paint. Beyond this we found no signs whatever of the ship having sustained any damage or of having been in collision, with the exception of the before-mentioned marks on the Peacock's paint on starboard side of stem.

- "JOHN RUSSELL, Master of the steamship 'Lisbon' of London.
- "James Cochrane, Engineer.
- "F. Donaldson, Carpenter, steamship 'Lisbon.'
- "Sworn before me this 1st day of February, 1873.

"DANIEL M'PHERSON."

The following letter from the alleged owners of the "Murillo" to the editor of the Times may be found interesting:—

"Sir,—As much misconception seems to exist about the ownership of the steamship 'Murillo,' and as, notwithstanding the letter we addressed on the subject to the Secretary of Lloyds' Committee, many of the public still profess to believe that she belongs to our firm, we have to beg that you will kindly find a place in your columns for the following simple statement of facts with reference to the said steamer:—

"She was built in 1865 by Messrs. Randolph, Elder, and Co. to our order, for account of a Spanish firm, Miguel Saenz and Co., to replace another steamer of the same name which belonged to the same owners. The present 'Murillo' was transferred to them immediately on arriving out in Spain, and her whole cost was charged to and paid by them, including a commission to ourselves, we having acted simply as agents in carrying out the orders transmitted to us by M. Saenz and Co. In the same capacity we have since had to effect insurances from time to time, and when the steamer has been in London we have had to attend to her business in conformity with instructions from her owners, who have been debited and credited with every account belonging to the 'Murillo' as soon as each transaction was closed.

"It is almost needless to add that we neither appointed Captain Berruti, nor did we know that the 'Murillo' was to make her last voyage under his command, such matters being entirely out of our province as London agents to the 'Murillo,' and we had nothing to do with ordering her from Lisbon to Cadiz.

"We feel confident that the actual owners, Messrs. Miguel Saenz and Co., will honourably meet any liability that they may have incurred through the act of any of their servants. They have invited the fullest investigation into the 'Murillo's' alleged connexion with the 'Northfleet's' disastrous loss, and should Captain Berruti be proved guilty of what he has been charged with, they would be the last persons either to screen him or to evade their own consequential legal responsibilities.

"We remain, Sir, your obedient servants,
"ROBERT MACANDREW AND Co.

"Bond-court, Walbrook, E.C., Feb. 14."

The Board of Trade offered £100 reward for the disclosure of the name of the foreign steamer concerned in the collision.

Messrs. Edwin Clark, Punchard, and Co., 5, Westminster-chambers, Victoriastreet, S.W., wrote to the press stating that they had learnt, with feelings of most profound regret, the sad accident which had happened to the "Northfleet," on her voyage to Hobart Town, with a large number of their workmen for the Tasmanian Main Line Railway, and that they were desirous of offering a reward of £100, in addition to any other reward that might be offered, to any person or persons who would give such evidence as would lead to the identification of the steamer which ran down the "Northfleet." Frem Portsmouth, the steam-tug Fiery Dragon, belonging to the Port of Portsmouth Steam-tug Company, was sent off into the Channel south of the Isle of Wight to look out for the steamer.

Señor Pascual Marc, who recently commanded the Spanish steamer "Murillo," stated in reference to the collision that from the time the vessel was built till the end of last November, he acted as commander, and that he then temporarily resigned his duties. He considered it his duty to correct the erroneous statement made in the newspapers as to the thinness of the iron plates of the "Murillo." The plates, like her construction, are all they ought to be, and during the seven years that he commanded her nothing occurred to alter his opinion that she was a first-class steamer, and as seaworthy as any vessel afloat. He was the person who landed with the pilot at Dover, and he is not the owner in whole or part of the vessel.

It was evident that the "Murillo" sustained no serious damage. It may seem extraordinary that such a collision should happen without damage to both vessels—that one ship should be sent to the bottom and the other need only a coat of paint or nothing at all. But the records of such accidents show that this is of not infrequent occurrence, when, as in the present case, a powerful, strongly-built vessel comes stem on, like a ram, into the side of another. The "Northfleet," a wooden vessel, of nearly a thousand tons, was a formidable mass to strike against, but she was motionless at anchor, and the steamer cut into her with its sharp bow without dislocating its own plates. This, however, takes away from the Captain of the "Murillo," if she be the delinquent, every excuse for The steamer ran into another vessel on a fine night within two or three miles of the shore, and not far from other vessels. It is perfectly certain that if those in charge of the steamer had felt the least apprehension that she was damaged, they would never have proceeded on their voyage. The leak caused by a blow inflicted on an iron ship is a serious matter, and the Captain must have been perfectly sure that no such injury had befallen his vessel, when he went on his way down Channel without communicating with the shore. But then, on the other hand, those on board the steamer must have seen the signals on distress, and known their sad meaning.

There is, therefore, no basis whatever for the only excuse which has been suggested, namely, that the "Murillo" was itself so injured, and its crew in such a state of confusion and alarm, that it was impossible to render any assistance to the sinking "Northfleet." It would need very instant peril to exonerate the master of a ship in such a case; but the defence might have been allowed if the steamer had put into any Channel port in a disabled state. But we have now too good ground for believing that the officer in charge coolly disengaged his ship after that terrible collision, and steamed away with the shricks of the passengers of the "Northfleet" in his ears, well knowing there was no danger to his own vessel

or any inability to help its victim. Such an act cannot be too severely visited-by the criminal law, if there be a legal remedy: if not, by that public and general reprobation which no man can regard with indifference. Possibly the defence may be, that those on board the "Murillo" did not know the mischief the steamer had done. This plea cannot be admitted. A collision which sends a ship of 895 tons to the bottom cannot happen without those on board both vessels becoming at once aware that something very serious has occurred. We have it in evidence from the survivors of the "Northfleet" that from the moment the collision appeared imminent they shouted with all their might to the steamer, and when the two vessels came together there was an immediate rush of the passengers on deck, and the noise and confusion were excessive. The two ships were foul of each other long enough for the seamen in the "Northfleet" to give a description of the steamer, and then the latter, working itself clear, steamed away, and was at once lost in the darkness. Are we to suppose that the people on board the "Murillo" knew nothing of what was passing on board the other vessel? We must conclude that not only were those in charge of the steamer guilty through gross negligence of the collision with a vessel at anchor, but that, if not with inhuman recklessness, at any rate with the sordid hope of escaping from pecuniary liability for the accident, they left the "Northfleet" without troubling themselves what became of her. course it cannot be proved that they knew she was actually sinking, or that she had nearly four hundred souls on board, but they must have been perfectly aware that they had caused serious damage, and it was their duty to stand by the vessel and render every assistance.

The steamer carried a Spanish flag, and appears to have been commanded by a Spaniard, although Englishmen are said to have a share in the ownership. Were this a British vessel, and were those in charge of it British subjects, prompt action would be taken in the matter, and we cannot look for less from any civilised Government. The legal remedy which the owners of the ship and cargo may have against the owners of the "Murillo" is another question, with which we need not concern ourselves at present. We would think rather of those who are beyond the remedy which the damages awarded by a Court of Justice can afford, and we hope for some action in this case which will proclaim to the world that human beings cannot be destroyed on the high seas with impunity. It is for the interest of all nations that seafaring men should be made aware that there is a code by which their offences will be judged in all countries, and that they cannot escape through the diversities or conflicts of jurisdiction. The increase in the number and size of ships, and in the number of persons carried in a single vessel, makes the enforcing of strict regulations by all civilised Governments more than ever necessary.

Now the whole story of the "Northfleet" is told. The labour of the Writer

and Compiler is ended. Though the subject has been so sad, knowing the object in view, the toil has been pleasant; it has served as a beacon and a strong support when burning the "midnight oil," and weariness from over-work has been creeping on. The carefully copied Official Information and Documents, the arrival of the Survivors at Dover, their Narratives, the Recovery of Bodies, the List of Lost and Saved, the Coroner's Inquest, the Board of Trade Inquiry, the arrival of Relatives, the journey down the coast to Dungeness, Memoirs of Captain Knowles and Mr. Brand, &c., the Churches, the Burial of Bodies, the Dover Sailors' Home, the Divers, Photographs, and the "Murillo," cannot fail to be of the greatest possible interest to all who have read of that terrible calamity, and fearful loss of life on the night of 22nd January, 1873. The mournful tale of the "Northfleet" has its few sweet lessons of comfort, and must not be forgotten.

Let us thankfully remember that in our darkest hour, when God and all good Angels seem to have forsaken us, Mercy leads Homewards, though it may be through storm and tempest and bitter grief. It may be, anxiety, grief, sorrow, anguish, mourning, but "Then comes sweet Peace."

Those who, in that trying hour, perished nobly, showed others how to die; and set an example of which Englishmen are proud. The memory of these men will ever live in the hearts of their countrymen, who pay but a just debt of gratitude in raising in their honour a

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